VOLUME IV NUMBER 40 "The Motorcycle Enthusiasts' Weekly Newspaper" October 19, 1967

CYCLE NEWS

25¢

SIDECARS at ASCOT ! Rumor Is True - SCOUT RETURNS ! CHAMPIONSHIP ENDURO !!!! HOTTING UP A HODAKA !

CHECKERS CHASE ! EL SCRAMBLES GRANDE !!!!! & LOTS MORE !

Spectacular added attraction at the Ascot TT races last Saturday night was an exhibition race between eight sidecar outfits from the sidehack Assn. Here driver Jim LeBlanc and passenger John Burns maneuver their Bultaco around the course. - Photo by Dennis Greene.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

RACING- IT MAKES THE WORLD BETTER

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

Nov. 4 Ascot T.T.
10 Ascot ½ Mile (final)

AMA NATIONAL CHAMPIONSHIPS

Oct. 15 — 200-Mile Enduro, Old Mines, Missouri.
Oct. 15 — Sportsman Road Race, Miami, Florida

EVERY WEDNESDAY NIGHT

ACA SHORT TRACK RACING, Orange County Speedway, 100cc, 250cc and Open. Class A rules for Open Class. First event begins 8:00 p.m. Qualifying 7:00 p.m., pit gates open 6:30 p.m. To reach Orange County Speedway, take Santa Ana Fwy. to Laguna Canyon off-ramp, make left turn at first street, Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

A.C.A. SANCTIONED T.T. & SHORT TRACK RACES at new Trojan Speedway, located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. Jr. & Sr. classes. Professional, 40% guarantee. Pits open at 5 p.m., races at 7:30 p.m. Two classes — 100cc & 250cc. Any license okay, ACA, AMA, AFM, etc.

EVERY FRIDAY NIGHT

AMA CLASS C HALF-MILE at Ascot Park, 183rd and Vermont, just off the Harbor and San Diego Freeways in Gardena. Novice, Amateur, Expert professional dirt track riders. Practice at 7 p.m., first race at 8:15.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice. Call (213) 421-3629.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

1st & 3rd SATURDAY

PROFESSIONAL INDOOR SHORT TRACK at Minneapolis Armory, Minneapolis, Minn., starting Sept. 16 and continuing all winter. AMA 3-Star minimum. Public admitted 7 p.m., time trials 7:30 p.m. Advance tickets $1.50, $2.00 at door. For rider information contact T.C. Pro-Cycles, P.O. Box 5100, Minneapolis, Minn. 55406.

EVERY SATURDAY NIGHT

TT RACING at Perris Park. Off Hwy. 74 near Perris, Calif. Gates open 6 p.m., entries close, practice starts 7:30, races 8 p.m. $1.25 admission, $2 to ride. 150 entries maximum. 4 hour show.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

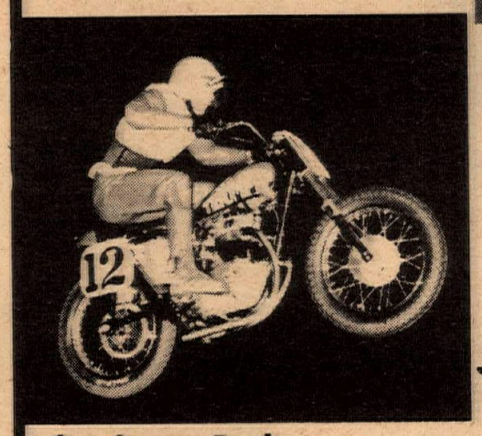
TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

SATURDAY, OCTOBER 14th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

JC AGAJANIAN PRESENTS

T. T. RACING
AMA SANCT.
NOVEMBER 4
20-LAP CALIFORNIA STATE CHAMPIONSHIP
PRACTICE 7p.m RACES START 8:15 p.m.



FLATTRACK RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START
★ ★ ★ ★ ★
At Ascot Park 183rd & Vermont — Off Harbor Freeway

NOTE: Mail entries for the Dirt Diggers Gran Prix to be held at Hopetown on November 12 are filled in the 250 Novice class. No more will be accepted for that division.

SATURDAY, OCT. 14th

BENEFIT SCRAMBLES for Roger Goldthwaite at Hayward Speedway, Hayward, Calif. AMA sanct., promoted by Bay Area M/C Clubs. Pits open 4 p.m., practice 4:30 - 6:30 p.m., race at 8 p.m. Admission $1.50.

SUNDAY, OCTOBER 15th

ORANGE COUNTY NATIONAL MOTORCYCLE ROAD RACE CHAMPIONSHIP. General admission $2.00, children free. Pit gates open 9:00 a.m., Qualifying 9:30 to 12:30, first event 1:00 p.m. All classes Grand Prix and Production, plus side cars. A.C.A. sanctioned. National points race. Entries close October 7th. Additional fee for post entries. Information A.C.A., P.O. Box 247. Fullerton, Calif. Phone (714) 528-4290. Directions: off Santa Ana Fwy 5 mi. S. of Santa Ana. Signs on Fwy. Easy to find.

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES — sponsored by Silver City Scramblers. Dist. 37 point run, AMA sanc. Start at 10 a.m. Pick up lime at Nellis Air Force Base on main Hwy. north-east of Las Vegas. Allow ½ hr. driving time. Refreshments and rest rooms. This course is not a road race course. It's a good old scrambles, 6-ft. Sweepstakes trophy. Call (702) 384-3024 for info.

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

SUNDAY, OCTOBER 15th

SPORTSMAN SCRAMBLES by the Richmond Ramblers M.C. at Richmond, Calif. AMA sanct., many fine trophies, food and drink. Signup 9 a.m., race at 12 noon. Watch $1.00. Ride $1.50.

SCRAMBLES by Ft. Sutter M.C. at Roseville Fairgrounds, Roseville, Calif. Signup 10 a.m. to noon, practice 12-12:45 p.m. first race 1 p.m. Covered grandstand, trophies, refreshments. Admission $1.50 rider $2.00.

EL MIRAGE TT SCRAMBLES by Hi-Jinx FMC at El Mirage Dry Lake, Calif. Heats, semis and mains in each class — 0-80cc and 81cc-125cc. One mile track, signup and riders meeting at 9:30 a.m., 10 a.m. start. Entry fee $2.50. Take Barstow Fwy. past Summit Inn to Adelanto Turnoff (395). Follow 395 to Adelanto. Take El Mirage turnoff and follow the lime to dry lake.

AUTUMN TROPHY ROAD RACES at Westwood Racing Circuit, 1.8-mile track 15 miles east of Vancouver, B.C., Canada. Contact Westwood M.C. Racing Club, P.O. Box 91, South Burnaby, B.C., Canada for further info.

WEDNESDAY, OCTOBER 18th

M.R.I. GENERAL MEMBERSHIP MEETING — Motorcycle Racers, Inc., the So. Calif. Riders Assn., invites all professional riders, owners and interested parties to attend its monthly general membership meeting. Items under discussion will include proposed 350cc rule, safety facilities, end-of-season party. Meeting starts promptly at 8:30 p.m. Address: 5250 W. Imperial Hwy, Los Angeles, 2 blks. west of San Diego Fwy.

SATURDAY, OCTOBER 21st

PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by Victors M.C. (held April 9) will be shown on ABC's Wide World of Sports at 5 p.m. on TV Channel 7. Be sure to watch, especially if you were one of the 801 entries.

SUNDAY, OCTOBER 22nd

15th ANNUAL TROUT FRY, Shop Hop sponsored by Dave Mason, Ed Kretz and Skip Fordyce. At Whitewater Trout Farm, Whitewater, Calif. Motorcycles only. 12 noon to 2 p.m., dinner donation $1.50. Entries close Oct. 2, post entries $2.00. Lucky Rider Trophy and 70 other awards. Contact Mason's shop in Pasadena, Kretz' shop in Monterey Park or Fordyce's shop in Riverside for more information.

SIDEHACK TT SCRAMBLES at Bay Mare, Calif., presented by the Sidehack Assn. Dist. 37 points. Small bikes at 9 a.m., big bikes at noon. Off Hwy. 118 between Somis and Moorpark, call 353-8719 for more info.

SPORTSMAN SCRAMBLES by Los Gatos M.C. at Uvas Dam, at the Hall Ranch Cycle Hills on Uvas Rd. in Morgan Hill, Calif. Watch for signs. Signup 8-10:30 a.m., practice 9-11 a.m., first race at 11:30 a.m. AMA sanc. Many fine trophies all classes (men only), refreshments, $1.50 to ride or watch.

SUBSCRIBE TO CYCLE NEWS AND $AVE MONEY!

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YOU SAVE $13.00 OVER SINGLE COPY PRICE BY SUBSCRIBING FOR TWO YEARS (IT'S LIKE GETTING CYCLE NEWS EVERY WEEK FOR LESS THAN HALF-PRICE— ONLY 12¢ PER COPY!)

AND YOU MAY WIN THE MACHINE OF YOUR DREAMS! (See Contest ad in this issue)

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Address _____
City _____ State _____ Zip _____

Mail to: CYCLE NEWS 6477 N. Long Beach Blvd. Long Beach, Calif. 90805

READ ALL ABOUT IT!
Every week Racing Results

SUNDAY, OCTOBER 22nd

25th ANNUAL TURKEY HARE & HOUND, presented by So. Calif. M.C. AMA sanct., two 40-mile loops, trail bikes first loop only. Le Mans start; bring prop. Start 9 a.m., finisher pins, $3.25 entry. Limed 30 mi. north of Mojave at Red Rock Canyon. Following race, first 4 Heavyweight, Lightweight and Trail-bike riders to scramble after live turkeys.

SCRAMBLES by Taft M.C., track ¼-mile west of Maricopa, Calif. Practice 9-11 a.m., signup closes at 11 a.m., first race 12 noon. Man miles trophy, AMA sanc., Dist. 36A rules. Food and refreshments on grounds. For more info contact Bill Blanco, P.O. Box 904, Taft, Calif. Phone 765-2370.

SPORTSMAN FLATTRACK by Ft. Sutter M.C. at Roseville Fairgrounds, Roseville, Calif. Quarter-mile track, 250cc and under. AMA sanct. All classes incl. women if 6 or more. Signup 10 til noon, practice 12-12:45 p.m., first race 1 p.m. covered stands, beautiful trophies, refreshments. Riders $2.00, Gen. Adm. $1.50.

WEDNESDAY, OCTOBER 25th

ACA CHAMPION FLATTRACK EVENT for 1967 season at Orange Co. Speedway. 100cc, 250cc and Open classes. Pit gates open 6:30 p.m., qualifying 7 p.m., first event 8 p.m. Tke Santa Ana Fwy to Laguna Canyon off-ramp, make left turn at first street, Valencia, proceed approx 2 miles to track.

NEXT WEEK IN CYCLE NEWS - "FINISH THE FUNNY" WINNER

SAT. & SUN., OCTOBER 28 & 29

14th ANNUAL DEATH VALLEY TOUR, advance entries only, $3.00 per person, $1.50 children under 12, close Sat., Oct. 14. Mail entries to Motorcycle Tours, Inc., 12738 S. Paramount Blvd., Downey, Calif. You will receive gold rush map kit and instructions by return mail one week before start. Bring food, sleeping bags and other camping equipment, win one of 100 new-type trophies. AMA registration booth will be open at Furnace Creek Ranch on Sta. from 1-5 p.m. and Sun. 9-10 a.m., free AMA award. No car entries accepted.

4th ANNUAL BANNER GRADE RUN by Artesia Pioneers. Call (213) 425-5321 for more information.

SUNDAY, OCTOBER 29th

TEHACHAPI RELAY ENDURO SCRAMBLES by Hi-Jinx FMC. Trail gearing only. All riders must have partners. Max. 125cc per bike, teams limited to 225cc max. 4 loops around a 16-mile course. Entry fee $5.00 per team. Take Golden State Fwy. to Palmdale turnoff, go past Lancaster, turn left at first signal in Rosamond. From that signal follow the lime.

18th ANNUAL DIST. 37 CHAMPIONSHIP HARE & HOUND by Rams M.C., limed from Wagon Wheel on Hwy. 14, starts near Hart's Cafe. Starting time 10 a.m., entry fee $4.25. Sidehacks welcome. For further information call (213) 367-2897.

MOTO-CROSS at Lodi Cycle Bowl, Lodi, Cal. Three 15-lap events in each class — 200 Am. & 200 Exp.; 250 Am. & 250 Exp. Signup 8-10 a.m., qualifying heats at 11 a.m. Racing starts at 1 p.m. rain or shine. Big rough course, water hazard, traction tires only (no chains). Admission $1.50 to ride or watch.

2nd ANNUAL BIG FOOT ENDURO By Trinity Trailsters. Start and finish at Burnt Rnch, Calif. on Hwy 299 limed from Willow Creek. Approx. 100 miles. First rider out 9:01 a.m. PST. Legal mufflers, $3.00 entry fee. Entries close midnight Oct. 24. Mail to Trinity Trailsters, P.O. Cox 177, Willow Creek, Calif. for info call Gene Harpe at 629-2411.

HILLCLIMB by Eastside M.C. at Cycle Hills, Uvas Dam in Morgan Hill, Calif. Sportsman AMA sanc., all classes from 200cc up. $1.50 to ride or watch, kids under 12 free. Man miles trophy. Practice 9:30 a.m., 12 noon start.

SCRAMBLES by San Rafael M.C. at San Rafael, Calif. For more info contact San Rafael M.C., 933 Francisco Blvd., San Rafael, Calif. 94901.

SATURDAY, NOVEMBER 4th

1st ANNUAL INTERNATIONAL SNIPE HUNT, at California City, Calif., sponsored by Parks and Recreation Dept. Purpose to capture snipes for scientific study. No firearms, weapons or trapping devices permitted, only flashlight and gunny sack. For more info contact Roy Savage, Jr., Director of Parks & Recreation, Box 426, California City, Calif. Phone: 373-4884.

SAT. & SUN. NOVEMBER 4 & 5th

ENSENADA POKER TOUR — Spons. by Cycle News. 5-card poker run from Tijuana to Ensenada, 65 miles. Dances, cockfighting, fireworks, fishing derby, motorcycle parade, custom contest, silver souvenir pins to each entrant. Mail name, address and $2.50 for each pre-entry to Cycle News, Box 498, Long Beach, Calif.

HOW WOULD YOU LIKE A COOL, SCENIC RIDE TO LAS VEGAS FOR $5.00?

It is now possible through travel arrangements made by San Gabriel Valley Motorcycle Club for Saturday

★★★

NOVEMBER 25, 1967

★★★

Departure time will be 9 a.m. from Barstow, Calif. Arrival in Las Vegas will be determined by YOU.

For more fun in the sun bring your friends, neighbors, girl friends and wife if needed. They'll think it a GAS... (for you)!! You might even see yourself on TV later!

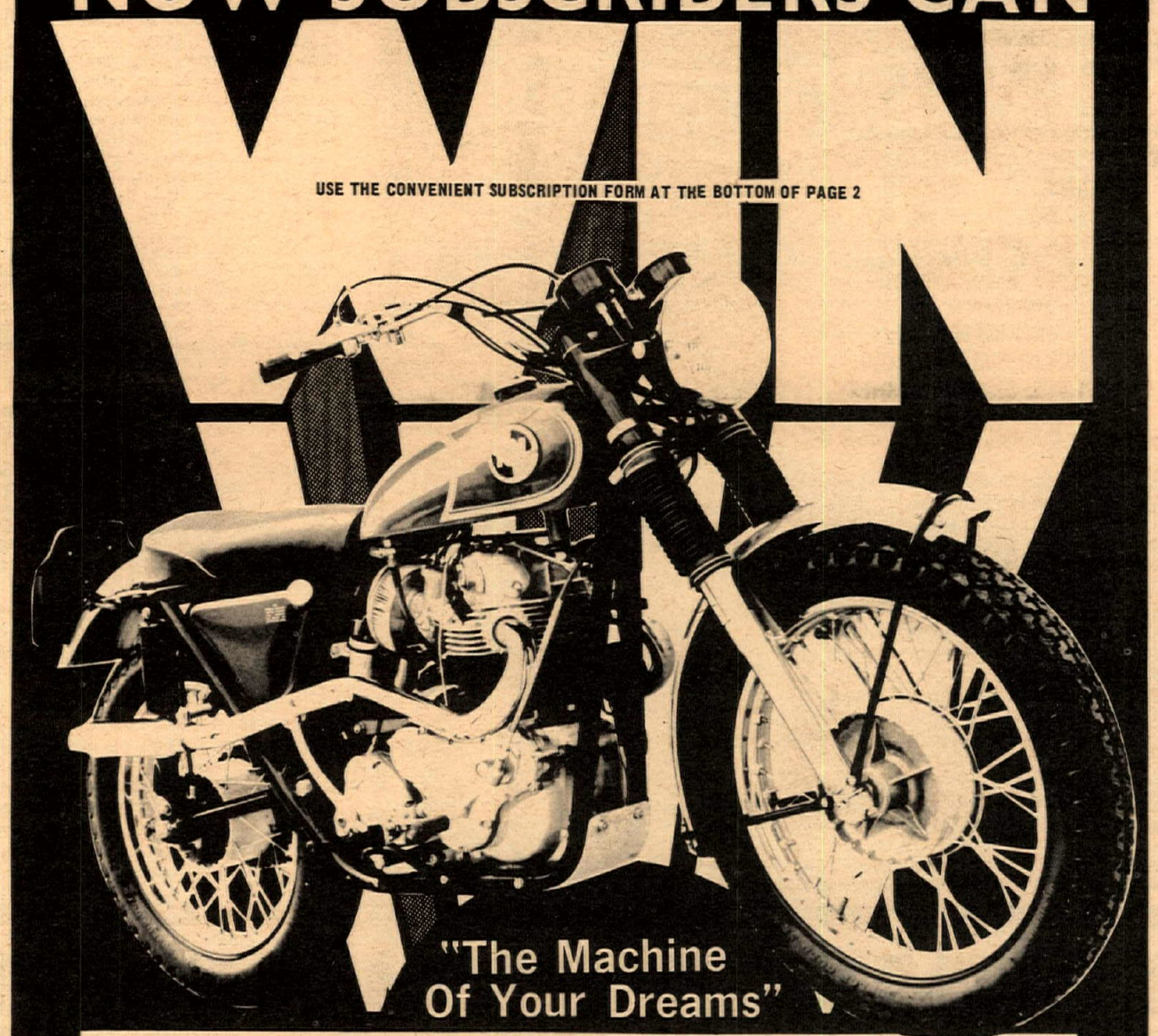
****

MAIL ENTRY on standard entry form with $5.00 (post entry: $6.00) to Bob Holmes, 866 E. Comstock, Glendora, California. Or call (213) 444-3445 for information on the National Championship Hare & Hound after 4 p.m.

FOR FAST SERVICE WHEN ANSWERING WANT ADS - SAY YOU SAW IT IN CYCLE NEWS

NOW SUBSCRIBERS CAN WIN

USE THE CONVENIENT SUBSCRIPTION FORM AT THE BOTTOM OF PAGE 2

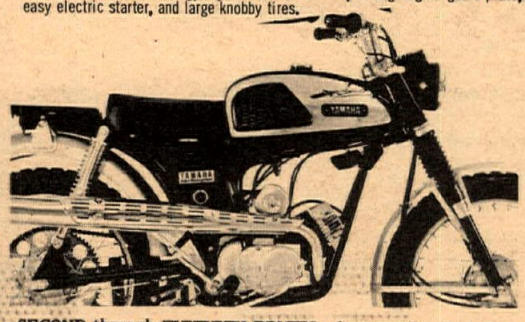


Enter Cycle News' New Subscription Contest !

PRIZES —

GRAND PRIZE a Brand New NORTON P-11 Dual-Purpose Scrambler. Wait til you get the pink slip on this brawny, man-sized cycle! Ride it on the road as a fine touring Norton, or take off the lights and PRESTO! It's a gaspingly fast P-11 Scrambler. Guaranteed to crank off 90-plus quarter-miles and bring home the trophies for you, if you're the winner.

FIRST PRIZE — Yamaha Trailmaster 100. Perfect for one, two or three-bike families. The in-demand, best handling bike in its class-on or off the road. Has Yamaha's standard features such as famous single rotary valve engine, proven oil injection system, easy shifting 4-speed gearbox, and water-and dust-proof brakes, plus special features for off-the-road riding: Double sprocket for both street and trail riding, adjustable rear shocks, strong engine guard plate, easy electric starter, and large knobby tires.



SECOND through FIFTIETH PRIZES — Sexy, revealing Cycle News T-Shirts for men or ladies.

RULES —

Entries will be judged on originality, sincerity and aptness of thought. Contest ends on Midnight, December 1st, 1967, and entries postmarked after that date will not be eligible to win. All entries become the property of C&S Publishing Company and none will be returned. In case of duplication the earliest postmark decides the winner. Contest not open to employees of C&S Publishing Co. or their families.

HOW TO ENTER

FIRST — Subscribe to Cycle News. This is NOT a subscription blank. It is an entry blank for the contest only.

If you are already a subscriber, please attach address label from CYCLE NEWS here.

SECOND — Complete the following statement in 25 words or less:

"I Like Riding Motorcycles Because.....

.....

.....

....."

(Use this blank or a reasonable facsimile)

That's all there is to do. If you're a subscriber you have a chance of winning the "machine of your dreams," the magnificent Norton P-11, or any of 50 other valuable, unique prizes.

Mail to: Cycle News, Subscriber Contest, Box 498, Long Beach, Calif. 90801

OCT. 22

SIDE-HACK ASS'N.

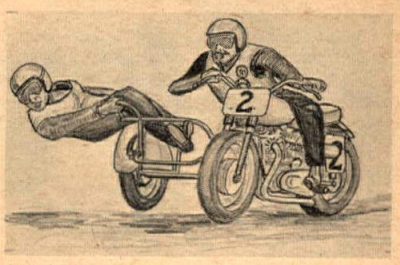
presents

TT-SCRAMBLES

DISTRICT 37 POINT RUN

Lightweights 9 a.m.
Heavyweights (all) 12 noon

BAY MARE TRACK



SOUTHERN CALIF. SIDE HACK ASSOCIATION
Meets 1st & 3rd Mondays at 8:30 p.m.
VINELAND GARDEN
6159 Vineland • North Hollywood, Calif.

LEARN HOW TO WIN!

SUNDAY NOV. 5th

SIGN UP NOW for the next Southern Calif. Scrambles Academy at Perris Recreation Park.

EXPERT INSTRUCTORS: Jim #1 Hunter, Monte #7 Darling. All Day group & individual instruction. Registration is limited. Leathers preferred, Class "C" traction, folding footpegs, helmet, goggles and boots.

SEND IN THIS COUPON NOW.

Mail to: So. Cal. Scrambles Academy 6906 Colbath, Van Nuys, Calif. 91405 For further info call (213) 785—2421

Pre-registration coupon — — —

Please register me in the next (Sept. 3, 1967) Scrambles Academy.
I enclose $10 to cover all costs of instruction.

Name_____

Address_____

City_____ **State**_____

You'll always see it FIRST in CYCLE NEWS

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BY CHUCK CLAYTON

IT'S TRUE THE OLD REDSKIN'S ON THE WARPATH AGAIN!

We hear a lot of rumors at Cycle News and we though we'd learned how to tell the real ones from the hoaxes, or merely wishful thinking. One of the latter seemed to be indicated by the persistent phone calls we received asking, "IS it true that the Indian is going to be manufactured again?" About once every decade someone revives that old aborigine. We suspect it's Sam Pierce's work.

But this time we were wrong. The rumors are right! And Sam Pierce has nothing to do with it. Floyd Clymer was mentioned as the man with the plan to bring back the Indian. But we know Floyd as a wily businessman, not likely to be lured by purely sentimental attractions. Was Floyd crazy enough to think Indian could make a comeback? We doubted it.

Untill we received a telephone call last week and it was Floyd Clymer. "Here's a scooper," the smiling voice said. "I'm going to manufacture the Scout."

"The Indian Scout?" we incredulously inquired.

"We are still negotiating for the Indian tradmark. Don't say anything about that."

We promised that we wouldn't. But why the Scout?

Floyd ticked off the reasons and we had to admit that if he was crazy it had to be like a fox. The Scout engine was one of the best flathead V-twins of its day. Did I know that 90% of all American National Championships have been won by flathead V-twins? The engineering department personnel of Indian are still available and raring to go. And Floyd owns a German Motorcycle factory with modern metallurgical knowhow. "Imagine a motorcycle like this," Floyd said and began describing the 1968 Scout: 750cc sidevalve V-twin with built-in provisions to stroke it to 880cc. Bosch electric starter. Ceriani forks and swinging arm rear suspension. VDO instruments including clock, speedo and tachometer. Fiberglass tank with possibly an electrically lighted medallion. All carefully cast in Elektron alloy and assembled by German craftsmen. Priced to sell at around $1,500 per copy. Wow!

Production is set for about 1,000 a year, enough to inject some new competition into AMA class C racing while the 750cc sidevalves are still eligible. The first of the German-American Scouts will be at the MDN Trade Show in Anaheim, Calif., November 5 & 6, so watch Cycle News for the first picture of it. Floyd is inviting all the surviving ex-Indian dealers to be guests of honor at the unveiling of what to him and them must indeed be a dream come true.

INCREASE THE PRESSURE

Seeing as how my name was taken somehwhat in vain, (absolutely no offense taken) I thought I had better clear up the meaning of the last letter that I wrote to you, which you published.

I had mentioned that I thought it the responsibility of the AMA to do a little lobbying for us in regards to the many "Helmet Laws" now in effect and toward those pending. Mr. Ritcha seemed to think that I was being a bit un-realistic to expect this as he feels that the primary function of the AMA is to promote competition riding.

This may be true however if anyone will take the time to count the club listings, that you publish from time to time, they will find one-hundred-sixteen listed. Of these, forty-nine have something to do with or are totally involved in RRC activities. Mind you, those forty-nine are only the ones that I know of or have indicated that their prime function is road riding, there may be more. This appears to be a good percentage of the total figure so I can't go along with the idea of road riders being a small fraction of the entire amount of people involved.

If anyone thinks that the number of road riders is small, let them be in Death Valley on October 28th and see over seven-thousand bikes and more than ten-thousand people. There may be some competition riders there but they rode in on the black-top.

As for writing to the manufacturers and MC dealers to help us, it is ridiculous. Most of them could care less about helmet laws. The auto manufacturers may thump the barrel for safety and put all kinds of safety goodies on their cars, for the protection of the public, but brother, you pay for them. The motorcycle dealers may be forced to throw in a helmet with the purchase of a bike but if you think you will get it for free you are mistaken. Your cost will be hidden in there somewhere. I'm not down on the dealers at all. It just isn't a sound business practice to give your merchandise away. Dealers are going to sell bikes regardless of what the laws declare mandatory.

As far as competition goes, a person would be crazy to ride a desert, TT, or any other similar event without a helmet. I wear one on the road for many reasons the safety factor being only one. There are times when I don't want to wear it and I don't and there is where the individual responsibility factor enters. I don't feel that I need the government to hold my hand.

The point that I was trying to make is, that the AMA is at the present, a large, well organized group that can enter the picture in our behalf without going through all of the preliminary motions needed to achieve recognition. They already have it.

It is like asking whom you would rather have defend you in a lawsuit. An attorney who has been in practice for many years or someone who has another year of law school to finish.

True, after reading Bob Fee's article on page 27 of the October 5 issue of Cycle News, I have some misgivings as to how well my attorney is handling my case but the other side of the question can best be answered by an old quotation. Confucious say: "Man who act as own attorney have damn fool for client."

Let's put the pressure on our sanctioning body to get things done in our behalf.

R.J. HAECKEL
Tustin, Calif.

("For what the AMA is doing to fight the helmet laws, see article in this issue.")

WOUNDED IN SPIRIT

It was a pretty thing. Freshly polished nickel frame, a couple of newly chromed pegs and levers, one week old paint "OFICIAL BRITISH RACING GREEN #98249", a real proud steed.

Theold road to Ensenada is still the only way to fly.

It was a good looking track. I've seen better, I know we've all seen worse. Rolled the steed out of the truck. Strapped on the helmet, sliped on the gloves, borrowed a leather jacket and wailed out of the pits. The first few turns were a bit narrow, but if you're in the lead you don't have to worry about things like that. Up the first hill, down the first hill, a left hand sweeper and back up again. Across the top, through the powder stuff, wail over the jump, shut down and slid down the hill. Now at the off-camber hit it in 2nd, run down into the hollow in 3rd, start up the hill in 4th, hungry for a good jump in front of the pits.

"UNBELIEVEABLE! CANNOT, CANNOT BELIEVE IT! First the undercarriage, then the grille, then, the EXPLOSION. It was like one of those movies that keeps showing all of the bad parts in flashbacks.

I think a lot of guys stay off the street because there are toomany nuts out there. When you pay your entry fees you figure you're riding with comparative equals, at the very least, ALL in the same direction. A '57 Chevrolet! Driven by the president of the Ensenada M.C. ON the course! During practice! In the WRONG direction! UNBELIEVABLE CANNOT, CANNOT BELIEVE IT.

I guess I'll have to believe it. The awakening is a '67 Rickman Metisse in the abstract form of a pretzel.

I thank every one who helped Saturday morning. I wish I could thank every one by name. Folks carried me, fussed over me, furnished their medical kits, gave me a change of clothes, and a whole lot of moral support. Fraternity, now that's believeable.

Ensenada, exit stage North.

S. T. Tomas
(By his wife Mary because his hand is in a cast, his hobby is in a heap, and his spirit is at the bottom of that jump).

("All of the Ensenada M.C., especially Philipe, the driver of the car which was clearing the course(!), are sincerely ashamed of themselves and asked me to offer their apologies. Contact Oscar Gomez, chief sponsor of the race, and the Ensenada M.C. They would like to pay to repair your bike and promise that if they decide to hold the races next year, precautions will be taken to prevent anything like that from happening again.")

PIZAZZY POOCH

I am a very satisfied reader of Cycle News and think you do a very good job of publishing it.

In this letter I include a picture of my dog on my new 180 Yamaha to show that EVERYONE enjoys motorcycles. Just thought it might add pizazz to your paper. Thank you.

RONNIE BIGGS
Lebanon, Kansas

WOULD YOU BELIEVE?

...That we made a mistake in our recent Tulare half-mile report? Lloyd Houchins wasn't the only Amateur to make the Main — Carl Patrick made it, too, finishing 9th.

* * * * * * * * * * * * * * * * * * * *

....That Indianapolis may host a one-mile flattrack National Championship as well as Floyd Clymer's 110-Mile Road Race National in 1968?

* *

....That a wild, new motorcycle will make its reappearance at the MDN Trade Show in Anaheim, California, Nov. 5 & 6?

* *

....That attendance at the latest Ascot TT was way up over last year? Could it be that the sidehacks' debut made the difference, hmmmm?

* *

....That Cycle News publishes twice as much news, ads and pictures as the fattest motorcycle magazine does in a month!

* *

....That Al Vanderpool "let it all hang out" at the Checkers run?

* *

JOHN R. SUFFERS BROKEN HIP

John Rice, the great John R. current Dist. 37 scrambles point leader, sustained a broken hip and internal injuries in a practice pileup at the Elsinore, Calif. Dist. 37 points race last Saturday night. John is recovering at Elsinore General Hospital, which will be his home for the next three months, doctors say. Friends and fans are urged to write to John there to let him know we miss him.

AMA TESTS HELMET LAWS IN MICH.

The American Motorcycle Association announced October 4th that it will ask the Michigan State Court of Appeals to determine the constitutionality of a state law requiring motorcyclists to wear safety helmet. The legislation making helmets compulsory was enacted by Michigan's lawmakers last March.

The action today by the A.M.A. followed contradictory rulings in two circuit courts. The circuit court of Wayne County, Michigan, voided the state helmet law on September 15, holding it unconstitutional after William Duncan of Detroit filed an appeal against his conviction by a municipal judge for riding without a helmet. At the same time, however, the Ingham County court upheld the same statute in the case of the American Motorcycle Association versus Frederick E. Davids, director of the Department of State Police.

William T. Berry, Jr., executive director of the American Motorcycle Association, said that the A.M.A.'s objection to the law is based on the belief that the individual has a constitutional right to wear or not wear protective equipment. "We have and still will continue to promote motorcycle safety," Berry declared. "But we know that there is no law forcing automobile drivers to fasten their seat belts and we feel that the motorcyclist should be given the same opportunity to act voluntarily," he stated.

Berry also pointed out that Frank J. Kelly, Michigan attorney general, has already announced that the state recognizes the close constitutional question involved in this type of statute.

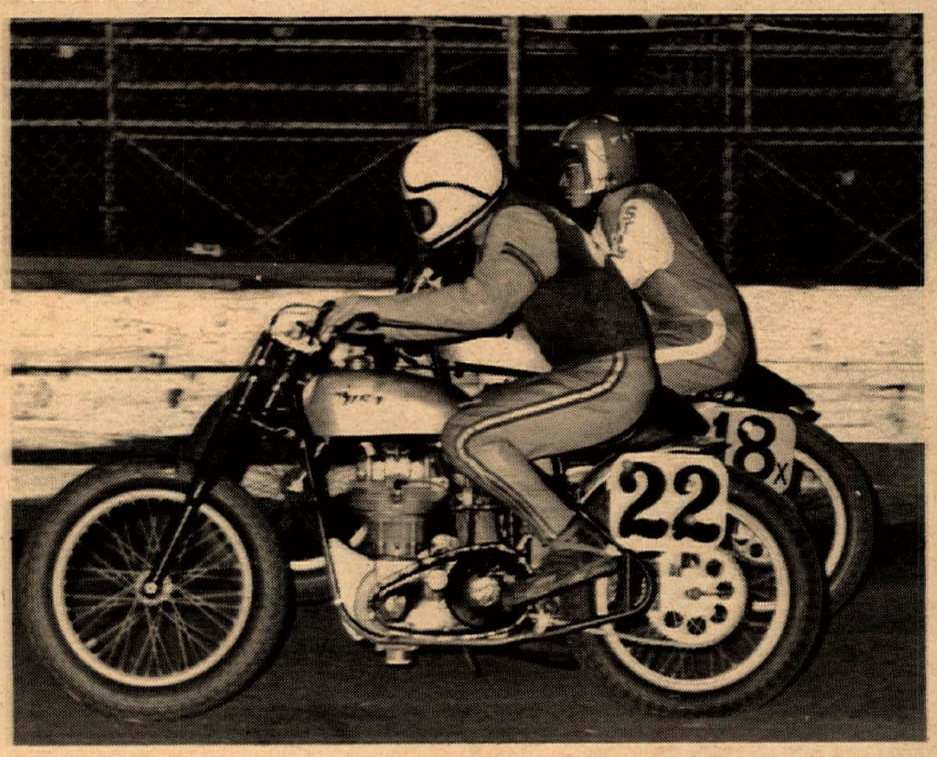
Several other states have cases pending which are similar to the Michigan ones and at least three judges in New York State have ruled the law unconstitutional, the latest in Buffalo, New York.

The American Motorcycle Association is involved, either directly or through assistance, in three New York cases, one in New Hampshire and the two Michigan tests.

ASCOT

HAABY SCORES SECOND STRAIGHT AT ASCOT

Ascot's top three half mile gunners scored again last Friday night with BSA and Suzuki chalking up some more Main Event and Trophy Dash wins. The only stopper came in the Expert Trophy Dash when H-D mounted Mel Lacher turned back point leader Dan Haaby.



Off the line at the start of the Expert Trophy Dash go Dan Haaby (22) and Phil Todd (18x), second Amateur to make the Dash this season.

Lacher and Haaby battled hammer and tong for ten laps in the feature event before Haaby moved by to score for the second straight week in the 15-lap final. Lacher posted the fastest heat race time of the night before winning his second dash event in the last three weeks.

Haaby continues to stretch his narrow point lead over Lacher as the half-mile season enters the final phase of '67. He has finished second in the standings the previous two seasons as an expert.

Phil Todd scored two more amatuer wins in the heat and final to run his string to four straight without a loss as he again outclassed the rest of the field for the second straight week.

Phil also managed to time himself into the Trophy Dash for the first time this year but wisely took it easy and learned from the pros and finished fourth in the four-rider field.

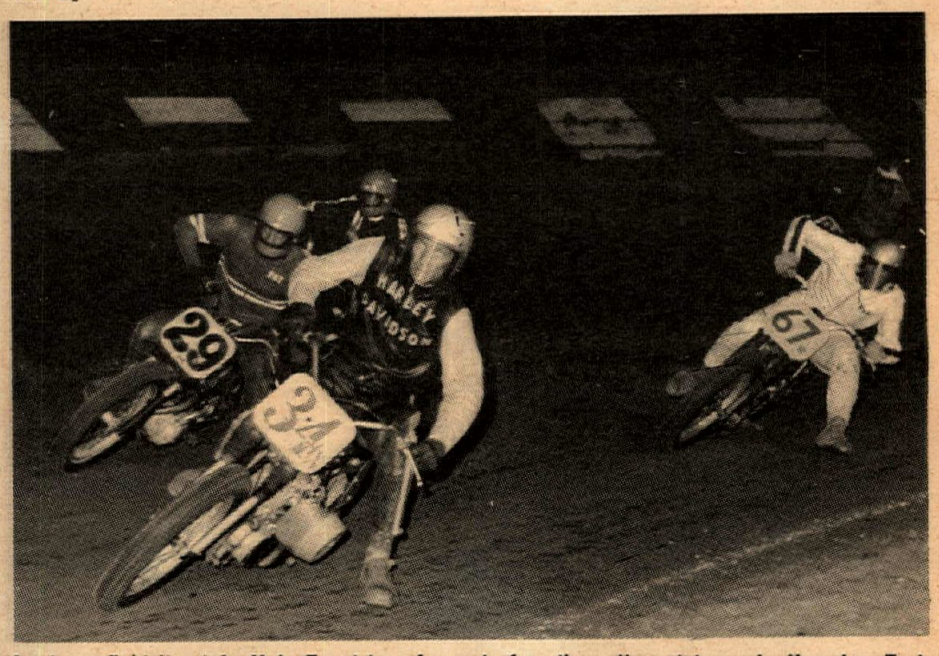
With Haaby and Todd rolling up the wins and continuing to lead in the points in the Amateur and Expert class the attention continues to turn toward Novice Rick Durkee, who is making a late season bid for all sorts of honors.

Rick, a first year novice, scored three more wins in the heat, Trophy Dash, and Main Event to run his undefeated streak to twelve without a loss. The dash win came the hard way as the machine refused to go into third gear and Durkee found himself a distant fourth before he got going, them bombed the pack for the second straight dash win for Suzuki. Durkee has now moved to fourth in the standings and is just ten points from third.

Dave Smith again narrowed the point lead to ten marks behind Rick Elisarraras as he out-raced Rick for second place behind Durkee and broke up the one-two combination for Suzuki with his Sprint.

Novice Trophy Dash Winner Rick Durkee plaudits from beauteous trophy girl Donna Sturgell and the tuner of Durkee's rapid Suzuki, Mr. Black.

Photos by Dennis Greene



Amateurs fight it out for Main Event transfer spots from the yellow-plate semi. Here Len Earl (34x) leads Carl Patrick (29x), Don Dobbins (45x) and Rob Harrison (67r). Earl won, wound up 3rd in Amateur Main.

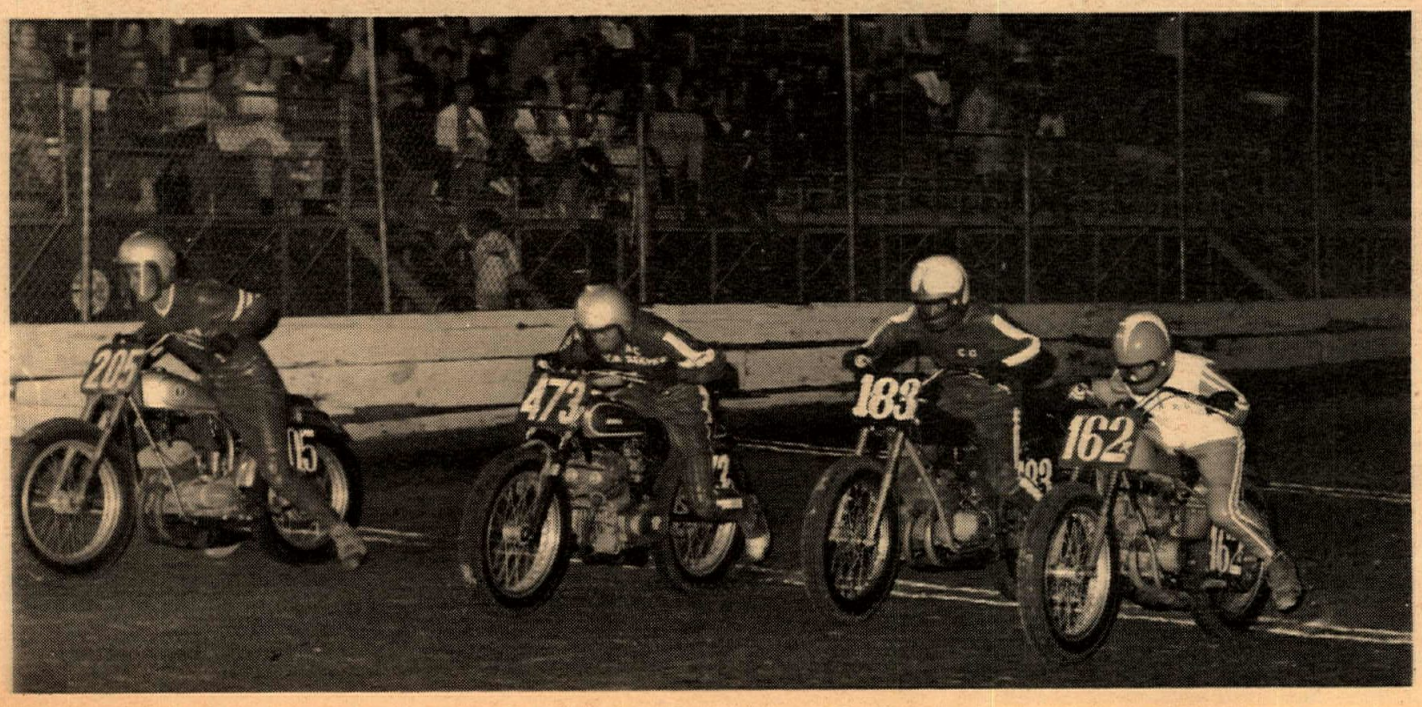
An odd ball type accident occurred at the start of the expert final when DeWayne Keeter, Randy Say and Pete Bodette tangled. Pete and Randy ran over DeWayne with Keeter going to the hospital with cracked ribs and a lung injury. Say and Bodette walked away and will be back again this Friday night.

Haaby vows he will win the rest of the Main Events from here on out with Durkee shooting to establish a new win streak record in the Novice class. Both will be out to back up their claims this Friday night at the local speed path.

(Results on page 16)

Mel Lacher made it two out of three Trophy Dash wins in as many weeks, finished 2nd in the Expert Main Event.

Above: Hot and heavy heat race action in the Expert division between Ron Kruseman (12x) and Chuck Jones (24x). Below: Novices eagerly begin their once-a-month Trophy Dash. From left, Joe Hamilton (205), Alex Chinowski (473), George Omo (183), and winner Rick Durkee (162).



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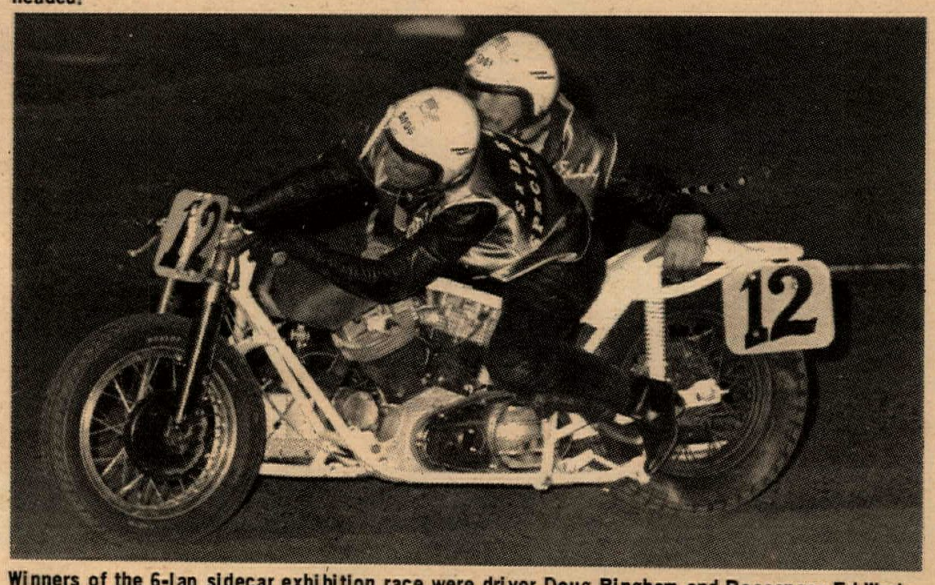
VAN LEEUWEN WINS ASCOT TT IN RECORD-BREAKING TIME

Tom Rockwood (101) guided his Bultaco to a new 4-lap Novice TT record, then won the Main Event decisively.

Four Novices riding four brands of bikes - (228) Wayne Schnidt (Jawa), (202) Frank Roseberry (Ducati), (137) Jeff Nolke (Suzuki) and (129) Dan Carlton (Greeves). But where is Nolke headed?

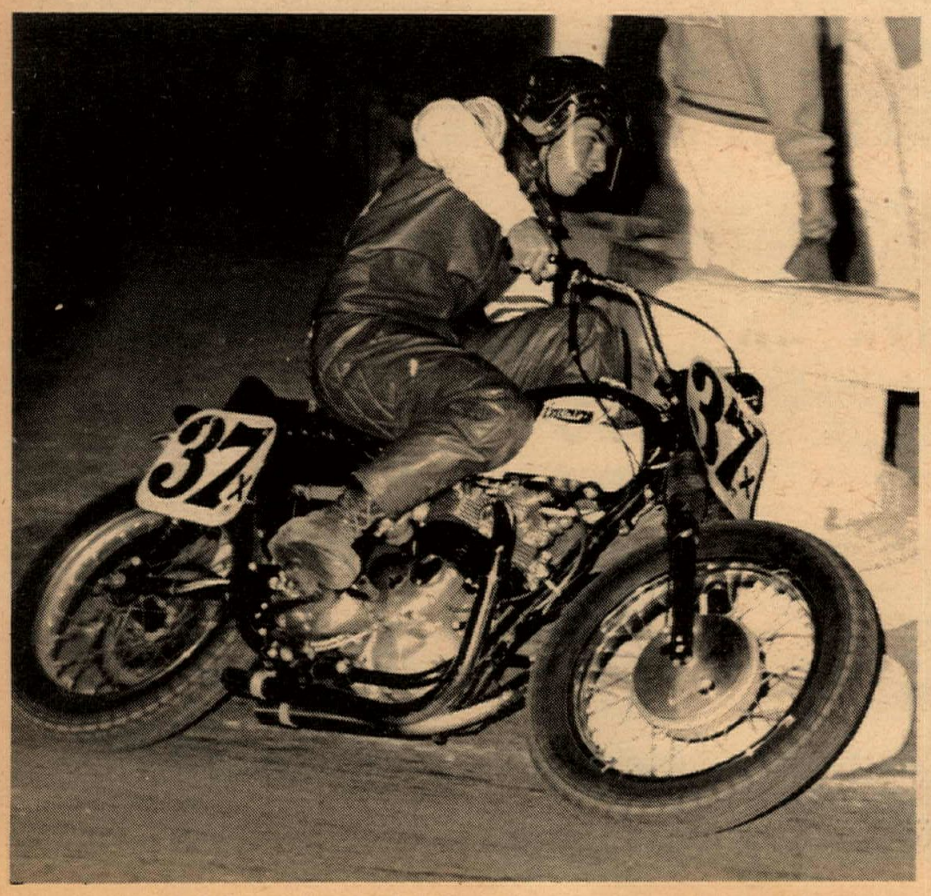
Above: Over the jump come Expert Main event winner Skip Van Leeuwen (59) and third place Dave Palmer (63). BelowL Triumph-mounted John Sprague rounds a tight left-hander during during Amateur Main.



Winners of the 6-lap sidecar exhibition race were driver Doug Bingham and Passenger Ed Wade, mounted on a purple Harley-Davidson with clip-on bars.

Photos by Dennis Greene

Daring Dusty Coppage displays his leaping prowess on way to 2nd place in the Expert 15-lapper.



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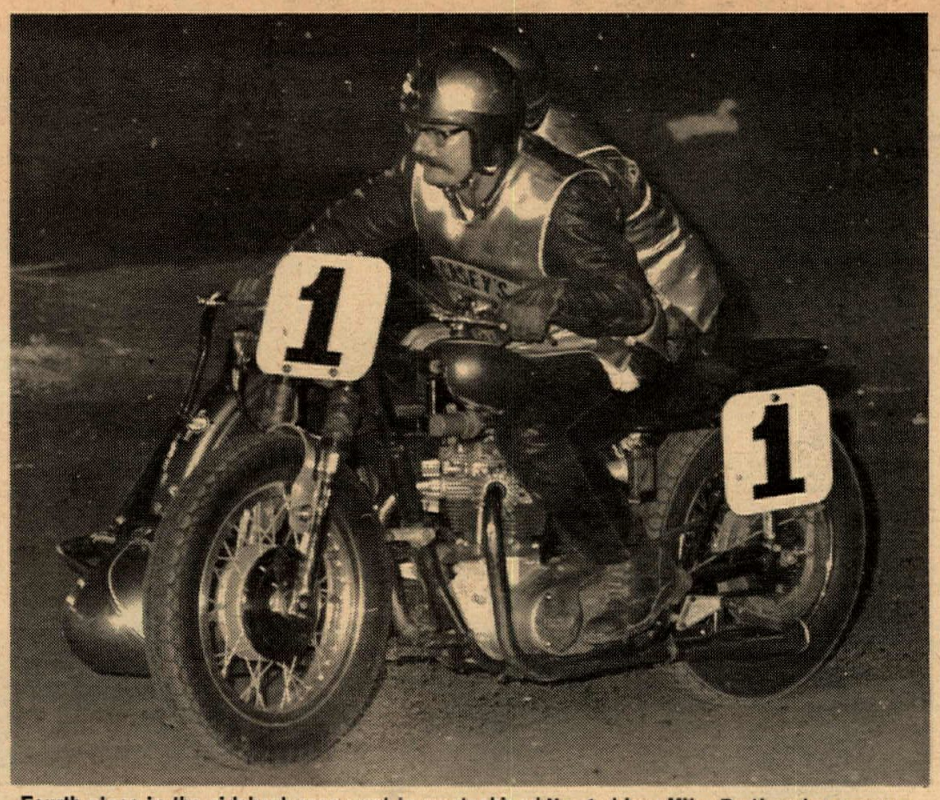
High-flying Eddie Mulder won his heat race, took 2nd in the Dash, wound up 3rd in the Expert Main.

Experts Skip Van Leeuwen and Eddie Mulder along with Novice Tom Rockwood, took turns knocking the records out of the Ascot TT books in their monthly over the jump outing last Saturday night, Oct. 7.



Fourth place in the sidehack race went to mustachioed No. 1 driver Mike Parti and passenger Jim Moffitt (Triumph).

Amateur point leader Larry Wilburn (59r) increased his lead with a wire-to-wire win in the yellow-plate final.

Mulder broke his own heat race record when he upset point leader Skip Van Leewen in the opening four-lapper for the Experts. Then the Dutchman came back to turn back Mulder in the Trophy Dash and just miss another Mulder mark that was set last year.

The Main Event for the white plates was a Van Leeuwen race all the way as he scored his third main event win in the last three times out. Skip topped the 15-lap mark set by Dick Hammer last month by a whisker with Hmmer watching from the stands due to a head injury from the Oklahoma National two weeks ago.

The hot Expert final was a duel for second between Dusty Coppage and Mulder most of the way until Coppage sewed it up on the final laps.

Jack Simmons brought the crowd to their feet when his throttle stuck open on the next to last lap over the jump. Jack let his machine fly alone as he bailed off in mid-air and later walked away after taking a hard tumble.

The Amateur race, like most of the previous events this year, was all Larry Wilburn, the 30-year-old rider from Lancaster. Larry zoomed to the fastest heat race win and then led from start to finish in the ten-lap final for his third in a row.

Unranked Tom Rockwood scored the major upset of the night when he posted the fastest novice heat race win and broke Jimmy Odom's 1966 four-lap mark. Tom then returned to the line on his Bultaco and ran away from Jim Peterson (BSA) in the Main Event for his first big win at Ascot this year.

The two top Novice riders, Peterson and Chuck Baker, are now tied for the "B" point lead going into the final TT of the season the first Saturday night in November.

An exciting added attraction for the TT fans was a special sidecar exhibition race put on by eight rigs from the Dist. 37 Sidehack Assn. Leading the 6-lapper wire to wire was the team of Doug Bingham (driver) and Ed Wade (passenger), whose purple, white-framed Harley, complete with clip-on bars, maneuvered around the turns and over the jump in fine fashion.

They were followed to the finish by two other H-D teams, those of Dean Hummer/Rulon Gulbransen and Dave (crash) Roesch/Tom Ridyard. (The variety of passenger styles was really something to see!)

First sidecar exhibition to be held in conjunction with a professional Calif. event since 1959, the event was a resounding success, and spectator approval seconded the motion that the rigs appear again at the State Championship TT in November.

Sidehack Assn. rep Gary Weber says that with a little more practice and some gearing adjustments, the next race should be even better. And the Assn. has petitioned the AMA for professional status in 1968 (this time they ran for trophies and manufacturers' awards only.

The November race, besides being the last TT of the year, will also find the State Championship title in the Novice, Amateur and Expert classes at stake. It will be a night event on November 4th.

(Results on page 16)

WHAT ARE HARE SCRAMBLES MADE OF

By Rosalie Adams

Small humps
Big bumps

Rocky hills
Sandy spills

Narrow trails
Slow snails

Hot shoes
Few rules

Soft rocks
Hard knocks

Ups and downs
Lots of frowns

Dirt and dust
Win or bust

And that's what
Hare scrambles are made of.

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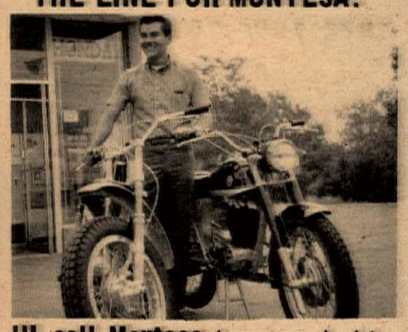

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PLAYBOYS FIELD MEET

Story and Photos by George Hays

Events for road riders usually consist of a tour of about 100 miles over a scenic route, with a few field meet contests at the destination.

Bernie and Phyllis Clark took trophy for hanging most clothespins on the line.

Phyllis Clark Pilots her BMW around a traffic cone during the obstacle race at the Playboys Field Meet.

The Playboy's Motorcycle Club takes a different approach, dispensing with the scenic tour bit. Riders sign in at the Long Beach Harley Shop, then ride a few short miles to the field, just off Highway 101 in Seal Beach, and get right down to the nitty-gritty of trophy winning. This way the entire day is spent on field meet events, providing time for the maximum number of riders to compete fully.

Sunday morning, October 1, was damp and overcast. Riders found mist and drops of water forming on their windshields as they rode to the field. But the air was warm, the sky cleared by noon, and bright sunshine was enjoyed the rest of the day.

Planks, Barrels & Potatoes

The first event was a Ride-the-Plank contest. The surface of the field consisted of damp sand, and riders really had a problem keeping their sand-covered wheels on the 2 X 4' plank.

Next event was a Barrel-Roll contest, with riders trying to push barrels between two white lines to the finish line with their front wheels. Sounds simple, but just try it sometime.

The following event was the Clothespin Contest. Riders rode their machines as slowly as possible along a clothesline while their passengers tried to attach as many pins as possible to line as they went by. The average contestants left 2 or 3 pins on the line, while the more skillful teams made scores of 6 or 7 clothespins.

Zig-Zag Time

Then came the Slalom Race. Contestants were timed as they zig-zagged between traffic cones.

As the hours went by, many riders found they were out of the running and left for home, leaving a small number of die-hards who fought to the bitter end for the trophies.

The next to last event was a variation of the weenie-bite contest. Instead of a mustard-dunked weenie suspended on a string, riders tried to clamp their choppers on a gooey whipped-cream marshmallow. If the rider could balance his machine at a standstill for a moment under the marshmallow, the passenger had a chance to bite the marshmallow off the string, but most contestants ended up with only a face full of whipped cream.

The last games were played with potatoes. First, riders tried to throw potatoes in a bucket as they rode by. This was made harder by placing the bucket on the throttle side of the machines so that the riders had to throw with their left hands. Then a similar event followed; this time the passengers were the marksmen.

The final event was a scramble for potatoes hidden in a pile of straw. Riders with their passengers rode slowly in a circle. At a given signal, the passengers jumped off and ran for the straw pile to find a potato. There was always one less potato than contestants, so by a process of elimination the winner was selected.

Miss Clark didn't do so well riding the plank, but the 14-year-old enthusiast won a trophy in the marshmallow bite contest.

Landing a potato in the bucket while riding by is a difficult feat, and few riders scored.

Jim Shaw and Rose Konley tied for the Sweepstakes Trophy, so they competed in a spear-throwing contest. Jim Shaw was the winner, giving him a total of three trophies to take home.

Fred Aber won the Hard Luck Trophy by falling off during one of the contests and cracking a rib.

The Playboys really know how to present a field meet, always coming up with new variations to old games, and it's a safe bet that this year's 148 entries will be back again next year. The Playboys will be presenting a short field meet at Death Valley again this year, and don't miss the 4th Annual Playboys Field Meet next year. You'll have a ball.

(Results on page 16)

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CHECKERS HARE & HOUND

Story and Photos by Dick Wright

Gary Conrad on his 360 Greeves tuned by Nick Nicholson came up from back in the pack to take the overall win of the rough, ninety-mile Checkers Hare Chase on Oct. 8th. This marked Conrad's third win of three attempts in the desert, and when he's not blasting them here, he's winning the Moto-Crosses elsewhere.

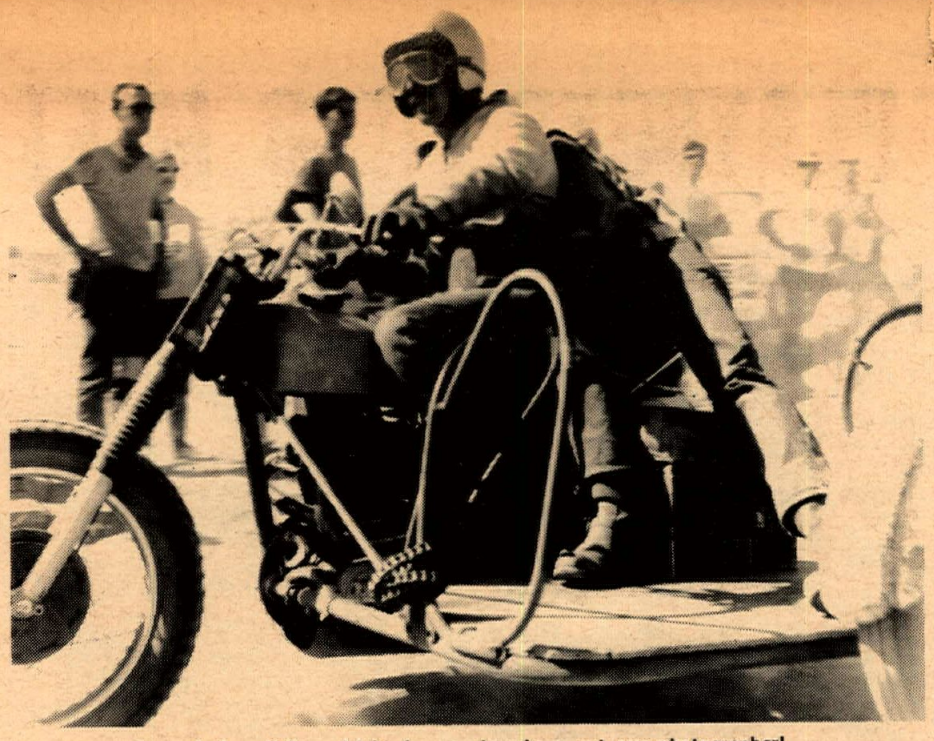
It was a dynamite start with the sand flying forty feet in the air. George Walker, on a 250 Bultaco led the chase to the smoke bomb, Open Expert Lon Peterson, on a Rickman Metisse tuned by his dad, Ken Peterson, right behind him. Peterson pushed Walker real hard the next five miles to the first check. Where Walker bobbled and Peterson made a fast pass, moving out and leaving no one behind him except Walker.

As Peterson was coming up the off-camber hill to the second check, he ran into some cows standing on the trail. Seems they all cut out except one big one, and as Peterson put it, "He stood there for a minute, and then charged me; I had to go off the course and down in the gully. When I got up to the check all the guys were standing there laughing at me."

After the second check the course dropped onto a really great fire road, and at this point Conrad had worked his way through the pack and was setting his sights on Peterson. From the top of the fire road, it lloked like the road was going to make a left turn, so Peterson set up a slide to the left, but the course went off to the right and onto a round downhill. Conrad hit the downhill in the lead, turned it on, and was long gone.

The first loop was round, with two sandy uphills and three sandy, bumpy, downhills, plus some up-and-down fast trails thrown in to really pound you to death. Conrad pulled into the gas check after the first 45-mile loop with a minute's lead over Peterson. The second 45-mile loop was rougher than the first with a lot of new country, t'ght trails, rocks, and sandwashes, but both Conrad and Peterson were in good shape, and made the second loop in fast time. At the finish, it was Conrad by thirty seconds over Peterson, with Steve Hurd on a Matchless (running second in the point standings) in third, and Dick Dean took fourth.

Bill Hammer (Triumph) was the first Amateur in, taking eighth overall. Craig Shephard, also on a Triumph, worked his way up through the pack, picking up first Novice for his effort and was Twenty-second overall. Tom Poteet (Bultaco) was right behind Shephard, taking first 250 Novice. The next man to pull in was the top 250 Amateur at the last listing of the points, Stan Phillips, on a Greeves who took first 250 Amateur and twenty-fourth overall.



One of the sliding sidehacks nearly wipes out our photographer!

100cc Class

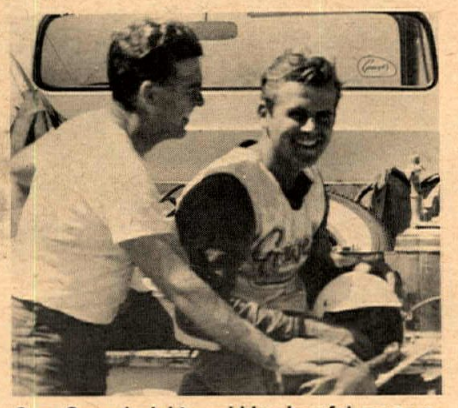
The 100cc Class started fifteen minutes after the big bikes, and were to go only the first loop. At the smoke bomb it was Jack Morgan with Jack Froelich right behind him. Pete Foster was next and then came Eddie Crowell. All rode Hodakas.

The first ten riders changed around a little on the next ten miles, then the course made a right turn and headed for a long, rocky hill in deep sand. Many had to push at least a hundred feet up that hill, or angle way around the sides, and then there were the poor guys that had to try it more than once. The leaders made it in good shape, and Steve Holladay, a Novice on a Hodaka found a good groove and picked up a few places to move up into the first ten.

The course then went through the open territory for a short rest after that !*#&%*! hill, and turned onto a fire road for some real fun. After the fire road it was a steep, sandy downhill with a few scattered rocks, and Eddie Crowell got a little carried away. He could see Morgan in front of him and hit one of the rocks, flattening his front tire.

At the finish it was Morgan in for the win, Foster second, Froelich thrid, and the fast-moving Novice Steve Holladay, in fourty. Robert Wters was the first Amateur in, and took fifth overall.

(Results on page 16)



Gary Conrad, right, and his cheerful sponsor, Nick Nicholson.

Open Class winner Lonnie Peterson pauses briefly to get Checkered.

Beezer bomber Bergquist locks up the brakes blasting into the check to pick up a ninth overall finishing position.

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EL SCRAM GRANDE

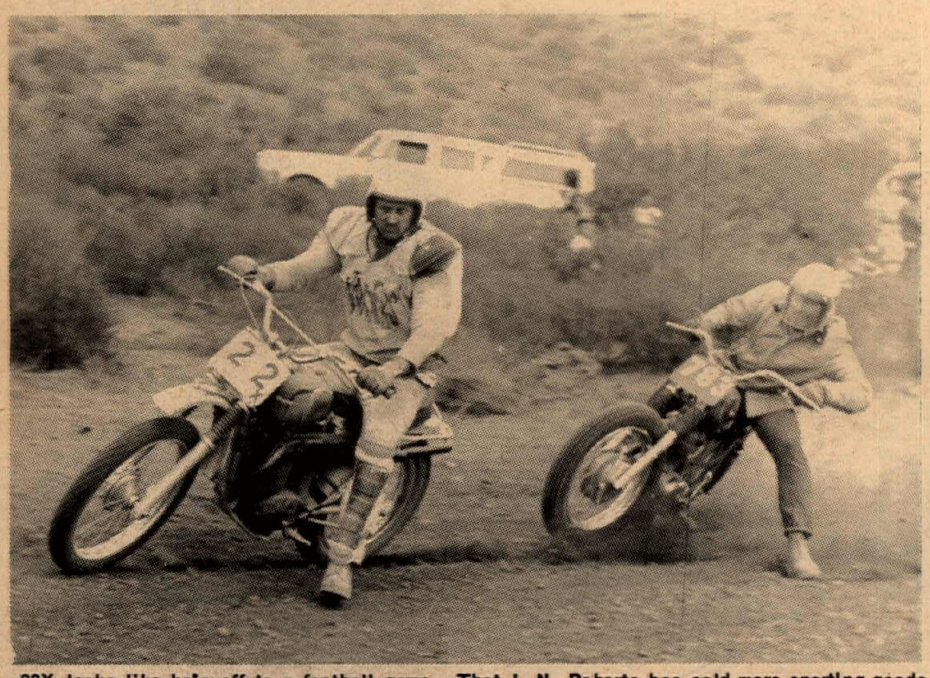
Jim Beres, on a Bultaco, leads off the fifth race of Saturday and held his good position to the very end, winning the 250 novice chase. Photos on this page are by Joe Lopez.

After 8 years of trying the Ensenada M.C. of Baja California got a permanet course for its annual El Scrambles Grande. Located on the north side of town, the winding, hilly, 1.9 mile graded track featured no pavement sections, so the Grand Prix designation had to be dropped from the title, but the track was watered, and faster this year tan when it was called "The Ensenada Grand Prix Scrambles."

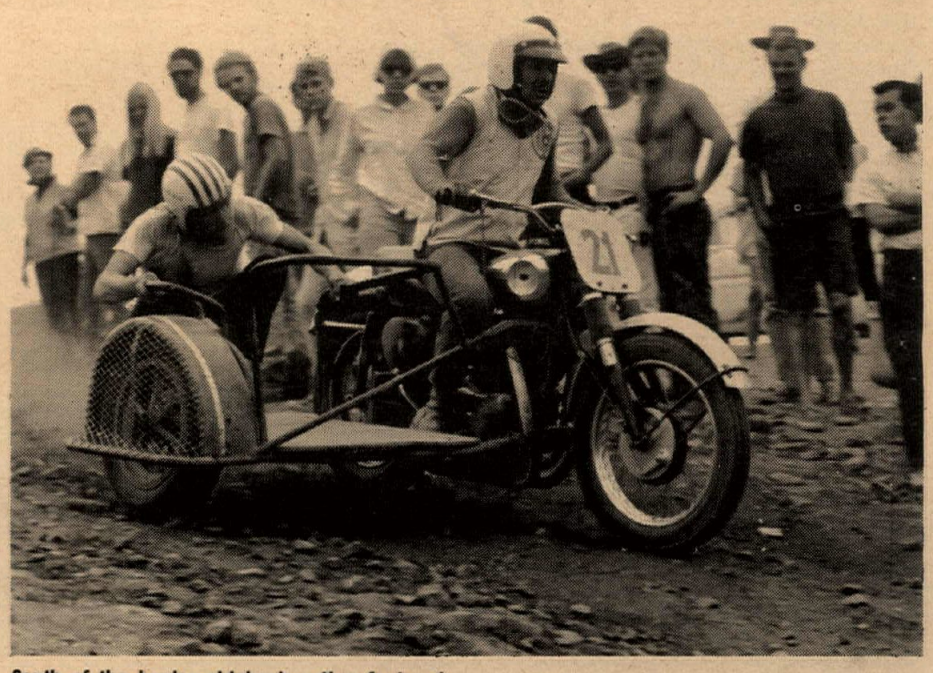
On September 30 and October 1 the rugged regulars of the Ensenada races drove south from all over California and parts of Nevada, Arizona and Mexico to compete for the unique Mexican handcrafted trophies and the giant Clemmie Jackson Memorial trophy which goes to the Sweepstakes winner.

Preston Petty was thrilling the fans with his expert riding in the sixth race on Saturday, the 250cc Amateur-Expert, when the weekend's only serious racing accident occured. Tony Corderio of the Prospectors M.C. was severely injured on the first lap of this race and was taken to the hospital.

The only other accident of the week-



22X looks like he's off to a football game. That J. N. Roberts has sold more sporting goods for Spaulding than Joe Dimaggio. Number 783, in the controlled slide behind him is Mike Harrison, who took third in the 500 novice class on a 250cc Ducati.



South of the border sidehack action featured Don Kemp, el piloto and Joe Gardner, passenger, on a BSA outfit.

BULTACO

RECORD At Ascot TT Steeplechase

Bultaco Breaks 4-Lap Heat Race Record – Rider: Tom Rockwood
Old Record 2:32.93 New Record 2:31.26

4 OUT OF 1st 5 PLACES IN MAIN EVENT

1st TOM ROCKWOOD – Bultaco PurSang 5-Speed
3rd BILL CODY – Bultaco PurSang 5-Speed
4th JOHN RIGGEN – Bultaco PurSang 5-Speed
5th RICK DURKEE – Bultaco PurSang 5-Speed

ENSENADA BULTACO VICTORIES

Lobito
100cc Am.-Ex.
1st KEITH MASHBURN

Sherpa
175cc Novice
1st JAMES LeBLANC
2nd ROBERT D. RICE
3rd TOM SHOMARD

PurSang
250cc Novice
1st JIM BERES
2nd SKIP WELTY
3rd GARY McELRATH
Sidehacks
1st LeBLANC & BURNS
500cc Novice
1st GARY McELRATH

BULTACO COMOTO

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Keith Mashburn, Bultaco Lobito mounted, dominated the 100cc amateurs and experts.

BLES

The Track was Great, but Crashes and Collisions Mar the Day

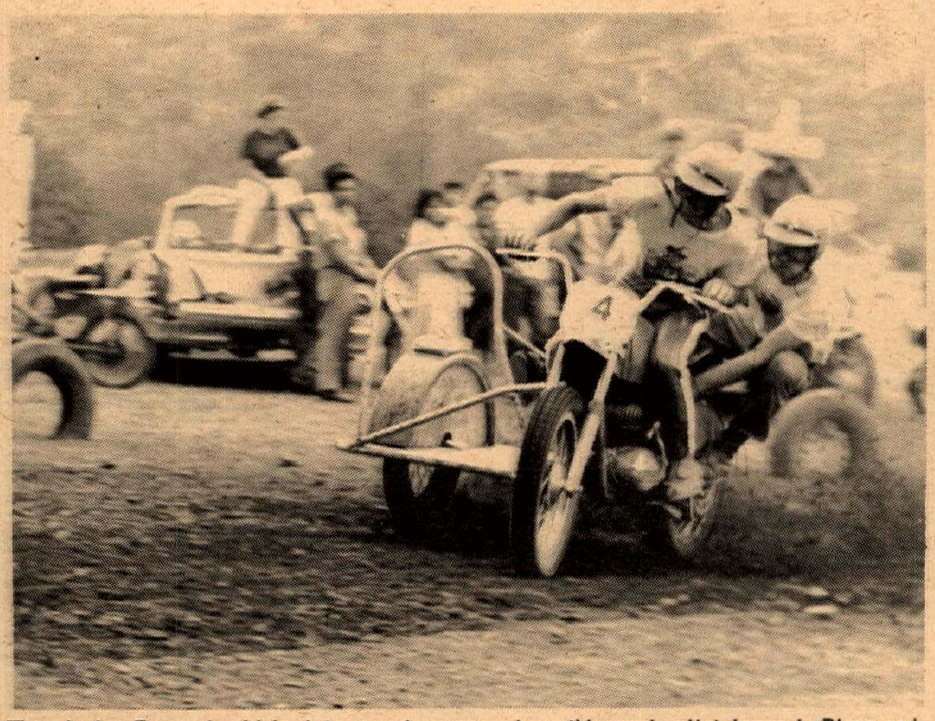
end involved a car driven by an Ensenada M.C. official who was trying to clear the course and S. T. Tomas, who was practicing (see Voices on page 4).

Outstanding performers besides Petty, who won the 250 on a Greeves, were Keith Mashburn, who took Saturday's 100cc Expert race on a Bultaco Lobito over Hodaka aces Jack Morgan and Gary Bailey, and Mark Gooding of San Diego, 350cc Victor on a a Maico 350.

Sidehacks led off Sunday's speed Fiesta with their usual thirilling show followed by Preston Petty chalking up another win, this time the 500 Amateur-Expert chase on a 360 Maico. Bob Nicholson, Gary McElrath and Mike Van Acker won their races that day and lined up with all the winners for the Sweepstakes. Again it was Petty, putting on a shower of speed to take home the Clemmie Jackson trophy with his 250 Greeves.

(Results appeared in Cycle News last week)

This is what the course looked like, folks. Deep, cushiony turns with not much rutting and surprisingly little dust this year.



The winning Ensenada sidehack team and our cover boys this week, pilot James LeBlanc and and ballast John Burns.

Native concessionaires vended hot clams and ice cream. You don't find THAT combination at Corriganville!

Volunteer scorekeepers had the results figured out after each race, in time for instant trophy-giving.

Above: first turn. Left: course decoration. Below: Preston Petty and 250cc trophy and wife and child.

Big winner of the two-day mexican speed fiesta was Preston Petty, here winning the 500cc class on his Maico.

Matchless-mounted Dick Jagow of Portland, Oregon and trophy girl Lauris Newcombe admire Dick's first place trophy at the end of the grind.

VANTAGE CROSS-COUNTRY

Story & Photos by Vic Ebbutt

Five hundred forty-nine riders from Washington, Oregon, Idaho, Montana and Canada took part in the greatest, wildest, cross-country race in the history of the Northwest, Sunday, September 24. The event was held in the heat of the desert on a well-laid out 51-mile course alongside the Columbia River, 17 miles south of Vantage, Washington.

The race, sponsored by the Everett Motorcycle Club, consisted of two laps (or 102 miles) of sand, sagebrush, shale and rocks for the male riders and 30 miles for the Powder Puff contingent.

Ably assisted by 26 members and 12 jeeps of the Seattle Jeep Club, this event was run with nearly split-second precision due to the presence of great numbers of club members which assured plenty of help at sign-up, start, finish, and at all check points. The assistance of the Jeep Club cannot be measured, only appreciated, as they hauled out stalled machines, aided riders and this photographer and helped with traffic control at the two highway crossings.

Split-Second Timing

Scheduled to start at 10:00 a.m., the smoke bomb from the Air Force went off at precisely that time and all riders, handlebar to handlebar for a distance of a half-mile, roared away toward the first obstacle, a long uphill sandy wash which left at least 70 machines out of action. At the top of the hill the men were greeted by miles of sand dunes, sagebrush and gullies, then finally came to the comparative ease of a power line road. Next was a highway crossing for the riders and then along the river to the finish line, their sixth check, a glass of water and the whole darn trip to be repeated.

Dick Jagow of Portland finished first (on his 500cc Matchless) in his class and first overall with a spectacular time of two hours and 13 minutes. Fifteen seconds behind Jagow was Husqvarna-mounted George Wise of Seattle and 16 seconds behind Jagow was Fredolf Johnson, Sr., of Seattle on a BSA. The race between Wise and Johnson down the long, straight homestretch was nothing short of fantastic. Elbow to elbow, they jockeyed back and forth the whole two and a half mile stretch with Wise hitting the finish line less than a bike length in the lead.

Girls, Too

Of the 12 contestants in the Powder Puff class, only five finished with lovely Pat Rogers of Seattle on her 250 Husqvarna reaching the finish line well in front of her nearest competitor, Darlene Rathsen of Yakima, on a Bridgestone 90. The second runner-up to Pat was Diane Scott of Spokane on a 250cc Greeves and in fourth was Henrietta Nabor of Renton, also riding a 250cc Greeves.

The 250cc class found the largest percentage of finishers with 48 across the finish line, led by Jim LaPlante on a Bultaco, from Pullman, Washington. Second place was taken by Roy Burke, Greeves dealer from Portland. Bill Vermilye, also on a Greeves, from Seattle, took third.

Another addition to the credit side of the ledger was the reception of the motorcycle crowd at Vantage. The mayor of this community, Thomas M. Stockdale, sought out this correspondent and made it very clear that our group was more than welcome in Vantage any time. The mayor also asked for a copy of this article for publication in the newspaper.

Englishman Initiated

Monte Stone, one of England's top road-racers and now a resident of Washington, was initiated into the realm of cross-country racing with his share of woes. Riding a big Matchless in the Open Class, he completed the first lap running in sixth place, but bogged down in the sand previously described at the start of the course as he headed around again. The large Union Jack on his jacket was ringing wet with perspiration as he let some air out of his rear tire to gain traction. However, he let too much air out and suffered a flat tire, so he rode the tire flat until it was shredded, then another five miles on the rim until his rear hub froze. It was a long, long walk home. Welcome to the fraternity, Monte.

I repeat, this cross-country race was the largest participant event ever held in the Northwest and it can be classified only as an unqualified success. The 93 trophy winners who finished the grueling course and the 456 racers who did not will testify to this fact.

(Results on page 16)

The first contingent of the thundering herd begins the 1

Heartbreak is a broken chain. (Only 93 ri

ile Vantage, Washington cross- country trek.

Bob Fievez takes the high road over a sandy stretch. The course consisted of two 51-mile loops.

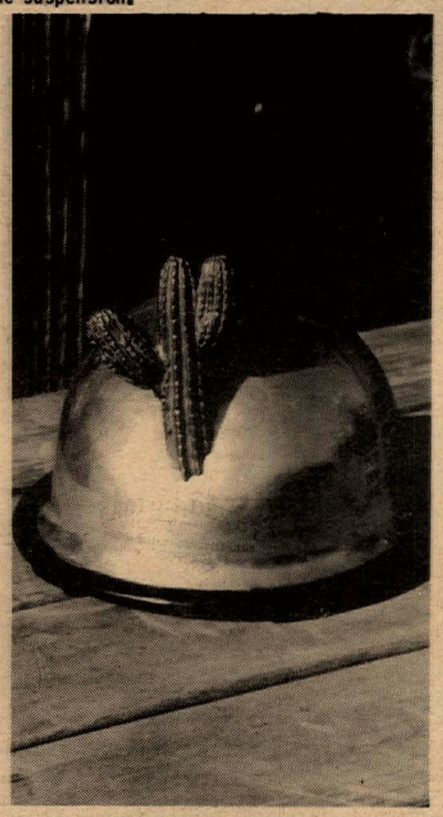
Check point time and members of the Everett M.C. do their duty as the rider sips a welcome drink of water.

s finished the tortuous event; 456 fell by the wayside.)

Sign-in personnel had plenty of work to do when 495 riders showed up for the Vantage race, but they were pleased at the turnout.

THE CACTUS DERBY

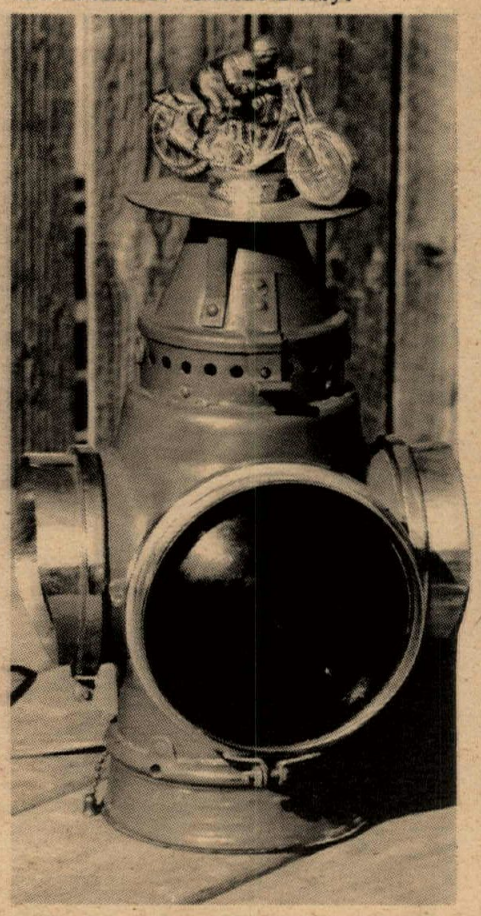
Above: He'll have to hot up the pace to make up for time lost changing plug. Right: packing double was successfully done by several father-son teams. Boy, it that hard on the suspension.



Left, a happy enduro hound. Right, yes Virginia, there IS a Cactus Derby.

Story & Photos by John Shedd

Would you ride over 150 miles across rocks and desert sand to have your name engraved on an old miner's hat? You bet, if that tin hat is the perpetual trophy of the Riverside Bombers' Cactus Derby.



How about this for another unusual trophy. This unique railroad lantern is just one example of the ingenuity Riverside Bombers clubmembers lavished on their classic event.

The Cactus Derby dates all the way back to 1935, when it was hosted by the Pomona Valley M.C. This was the year that Dave Livingood won the right to be the first to have his name Immortalized on the old miner's hat with a cactus mounted on its top. This old hat, which has now become the historical symbol of this enduro, was actually found in the desert many years ago. There is also another perpetual trophy which is awarded the low point man. It's an old railroad lantern with a motorcycle mounted on its top. The lantern was also found in the desert. It was recovered from an old abandoned mine. This trophy was lost in 1955, but it has been recovered and will be awarded this year for the first time in 12 years.

The Riverside M.C. took over the running of the Cactus Derby 31 years ago and sponsored it each year until World War II. There were no runs held from 1941 trhough 1946 due to the war, and when Johnny came marching home and kicked the dust off his bike, the Riverside M.C. was reorganized and called the Bombers. This year's run made 20 in a row for the Bombers, and also 20 daylight starts instead of leaving from town at midnight like they did in Dad's day.

Frank McCartney won the derby in 1936 and '37, making him the first two-time winner. This feat wasn't equalled

(Continued on page 15)

And how did the riders like it? This guy is obviously having a good time. 50% of the entries finished the run.

LOOK WHO'S TRYING TO TAKE THIS WIN AWAY FROM HOPPY HOPKINS

IN THE EXPERT CLASS AT ELKTON MD.
BUT HE JUST DIDN'T HAVE IT!

VIVA! Montesa VIVA!

BEAR TRACK Elkton, Maryland
1st HOPPY HOPKINS
Out of the last 10 starts, 7 firsts, 1 second & 2 thirds (in the 650 class) **250cc Expert Moto Cross**

BAY MARE TRACK Simi, Calif.
200 cc Expert Class
1st GEORGE OMO--175
(that's 4 in a row! 5 out of the last six starts were wins)

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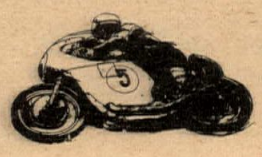

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until 1955 and 56, when Cal Bottum picked two wins in a row. Not only are McCartney and Bottum the only riders to win two consecutive derbies, but they are also the only ones to win it twice. Bottum was back again this year hoping to be the first three time winner. Last year's winner, Bob Steffan, also likes the magic number "3", but what he wants is to be the third two-in-a-row winner.

There were 350 starters in this, the shortest of all Cactus Derbies. This year's run was 154.2 miles, which is quite a bit short of the longest won in 1947 by Dutch Sterner after 436 miles.

As in everything, there is always a run had a 57-year gap between youngest and oldest riders. Lloyd Larson, who is now 67, was on hand to ride his Triumph the complete distance, and 10-year-old Larry Roesler rode his Yamaha over the first loop which was the only one required for trail bikes.

The start for this year's enduro was at Slash X, which is a cafe about eight miles south of Barstow in the Stoddard Valley. The first group was out at 7:01 a.m. kicking up dust across the desert in a northeasterly direction toward Daggett. The ribbons and lime led over the desert floor, mountain peaks and through the city dump before doubling back to the west below Barstow. The course turned south following the general direction of Highway 66 for about 30 miles and then cut over Stoddard Mountain for a gas check back at Slash X.

The second loop also started to the northeast. It crossed Daggett Ridge and then turned south following the mountains until it crossed Stoddard Wash where it turned west passed the New Deal Mine and back to the start for noon check.

The afternoon course was the first to start on the west side of the highway. It started to the north and then reversed to the south crossing loop #1 by Stoddard Well and then across the highway into the Ord Mountains. Here the riders topped the one mile elevation mark before swinging back to the north for the ride home.

The first rider was due in at the finish at 2:59 p.m., and shortly after 3:00, the low number riders began loading their equipment and heading for home.

The time has now come to sit and wait while the Bombers compile the points and see whose name will be etched on the miner's hard hat alongside the year 1967. Also along with this year's win goes the California State Championship.

"Whaddaya mean we're 5 minutes late?"

"Let's make up some time, guys."

This is no place to race, fellows. Just watch that schedule.

The Cactus Derby trail wound through some of California's most breathtaking scenery.

DISTRICT 37 SPORTS COMMITTEE MEETING

By Maureen Lee

The yearly blow-up over the Hopetown-Corriganville race took place at the Thursday night, Oct. 5th Dist. 37 meeting, with President Jean Carter finally leaving the table so that he could speak from the floor after turning the meeting over to Vice-president Lynn Wineland.

Earlier, several other subjects were due to be discusses as correspondence and committee reports were read, but once the Hopetown event squabble started there was no time for anything else, although a couple of things were settled before then.

One important letter on which there was no action taken was a request from the Simi Valley M.C. requesting that all competition bikes should have the same safety features conforming to one uniform standard with ball end levers, folding pegs etc., so that the District would not have to keep on waiving rules when special events like a Grand Prix came along with desert and scrambles bikes running together. The club felt that in the interest of safety there was no difference between a mass start desert event if a crash occurred and a scrambles event.

The Competition Committee had voted down two requests for fee increases. One from the San Gabriel M.C. for their National Hare and Hound and one from the Dirt Diggers for an increase to $7.00 for Hopetwn. However, both events were discussed on the floor with San Gabriel M.C. explaining their extra expenses amounting to a neighborhood of $800 as it is a 160-170 point-to-point run event, and that without a good turnout they could be in trouble. The club representatives agreed and over-ruled the Competition Committee'srecommendation overwhelmingly, allowing the fee to be $5.00 for pre-entry and $6.00 post.

Don Kemp (Striped Crusaders) explained their expenses such as rental for the ranch of $1,216, haybales, fencing, extra toilets and the fact that the club gets no gate fee this year. Once again the body moved, and the majority voted for the increase to $7.00.

It was at this point that Carter turned the chair over to Lynn Wineland and stepped down. He pointed out that the District had just thrown a run and had ended up with money in the bank and although he likes the Corriganville event he still can't see the necessity of raising the rider fee to $7.00. (Note: Fee was $3.00 in 1964; $5.00 in '65; $7.00 in '66.) Kemp replied that running an event the size of Corriganville, due to the location, the owners of theranch andother expenses that only come up there, they just had to make the entry fee $7.00 as it was the year before and that last year they ended up $42.00 in the hole. All this, he added was without paying any of their members anything as Carter had one when he paid himself the $250 for running the District 37 Grand Prix. Applause followed this remark.

The argument over the increase in fees stemmed from the fact that both San Gabriel and the Dirt Diggers had their posters out before the increase was approved. Ron Sloan (Rams) made the point that the Dist. 37 Grand Prix posters went out too with an increase with no approval from the body.

Going from the increase in riding fees to the subject of sanctions, the fight started up in earnest. Earlier in the evening while still in the chair and reporting on the Board of Directors Meeting, Carter said that there would be no co-sanctioned events as long as he is President unless overruled by the body or by Bill Berry, AMA Secretary.

During the course of discussion it apppeared to Carter that Berry had told him one thing (no co-sanctions under any condition), that he told Bill Adams, the District Secretary-Treasurer another (pooisble under certain conditions), and gave the Dirt Diggers a third version. But as far as Carter was concerned there would be no co-sanctioned events.

The Prospectors M.C. reminded Carter that he had told them it would be okay to run co-sanctioned events as long as the races weren't mixed, such as morning events being AMA and the afternoon ACA-FIM. Carter couldn't recall making that statement but said if he had said it then he would go along with it.

Other points brought out: Hurd (Foothill Hawks) asked who was getting hurt by the two clubs running separate races, such as the Dirt Diggers AMA events and the Striped Crusaders ACA? Dupuy (Scramblers) said his club wants to ride the event and just who are be battling? There seems to be a major conflict between Carter and the Striped Crusaders. Goldberg (Shamrocks) said let them run with the two sanctions. The best comment on the matter came from Dave Lewis of the Antelope Ramblers, "This club wants to throw the biggest race in the world, let's help them!"

After the point was made that if the Dirt Diggers threw the co-sanctioned event they would be thrown out of the AMA and as Kemp said, they want to stay in, and the fact that there is nothing in the rule book about not having a co-sanctioned event but reference is now made to it on the sanction itself, it went to a vote and passed overwhelmingly that the District request the AMA to issue an AMA sanction to the Striped Crusaders for Hopetown. Request was also made that a sanction be asked for on behalf of the Prospectors M.C. for their Forst Ranch event in November.

Before everyone finally almost staggered out of the hall after the meeting ran over-time, the first nominations for District officers and Competition Committeemen took place. Those nominated and their replies are: President, Mike Henshaw (yes); Steve Hurd (no); Ron Sloan (yes); Don Kemp (no). Vice-President, Jack Ross (yes); Lynn Wineland (yes); Secretary-Treasurer, Bill Adams (yes), Recording Secretary, Maureen Lee (yes).

TRAVIS PETTON SUCCUMBS

We are saddened to report that Travis Petton, Class "C" Expert #46x, lost his life in an accident during a pre-race practice session at the Ascot TT last Saturday night, Oct. 7.

Petton, a veteran competitor at 31, had long been a leading contender - - always a threat wherever he rode - - and a respected, well-liked sportsman in every sense of the word.

To his wife Linda who resides at 13620 Temple, Poway, Calif. 92064, our deepest sympathies are extended. Her loss is shared by the entire motorcycle racing fraternity, and by all who knew Travis Petton.

PROSPECTORS HOST TWO-DAY G.P. & MOTO-CROSS

In an effort to offer District 37 riders a variety of competition events, Tony Larson, President of the Prospectors M.C. has announced the completion of a 1-1/2 mile Grand Prix and Moto-Cross course in the Castaic area just off Highway 99.

The Prospectors will sponsor a two-day Grand Prix and International Moto Cross event, Sat. Nov. 18 and Sun. Nov. 19. This event will give AMA District 37 TT points and also carry ACA- FIM International sanction. Negotiations are underway at this time to have several European champions here to compete in the Moto Cross event.

A special effort has been made to give the spectators a panoramic view of the course. Complete concessions and toilet facilities will be available. Also, a drawing will be held Sunday, giving away a 90cc Hodaka, donated by Crowell's Cycle Shop in Inglewood.

Each rider will run in a 30-minute Grand Prix event. 250cc and under will run Sat. Nov. 18 and the big bikes on Sun. Nov. 19. The first event will be 9:00 each day. The International and Moto-Cross riders will run in three Motos each day.

Club referee Jesse Goldberg stated this will be a mail entry only event with a limited entry, in order to as4ure all competing riders of having a good time with the maximum of safety.

Entries open Oct. 15 and close Nov. 10. Starting position will be determined by postmark and all accepted riders will be notified by mail. Entry fee is $5.00. Mail with any standard entry blank to Prospectors M.C., 220 E. 64th Place, Inglewood, California.

The course is 30 minutes from downtown Los Angeles and is limed from the Los Angeles County Sheriffs Honor Ranch on Highway 99.

RESULTS

All results unofficial unless otherwise noted.

FINAL POINT STANDINGS 1967 AMA NATIONAL CHAMPIONSHIP

1.	Gary Nixon	508
2.	George Roeder	451
3.	Fred Nix	436
4.	Mert Lawwill	376
5.	Dick Mann	316
6.	Dick Hammer	275
7.	Chris Draayer	241
8.	Calvin Rayborn	240
9.	Buddy Elmore	204
10.	Roger Reiman	186
11.	Sammy Tanner	133
12.	Bart Markel	129
13.	Skip Van Leeuwen	125
14.	Dan Haaby	122
15.	Edward Mulder	98
	Dave Palmer	98
16.	Mel Lacher	81
17.	Warren Flickinger	72
18.	Russell Coppage	64
19.	Wayne Cook	61
20.	Larry Palmgren	57
21.	Dick Newell	56
22.	George Montgomery	53
	Roland Seabourne	53
23.	Gene Romero	52
24.	Jim Nicholson	49
25.	Donald Twigg	47
26.	Jack McNairy	44
27.	Darrel Dovel	43
	Swede Savage	43
	Bob Sholly	43
28.	Larry Schafer	37
29.	Jack Simmons	35
30.	Bennie Bowden	34
	George Longabough	34
	William Sholly	34
31.	Gerald Sequin	31
32.	Ronnie Rall	28
33.	Chuck Jones	26
	Don Vesco	26
34.	Dennis Adler	25
	Ron Grant	25
35.	Phil Cancilla	24
36.	Neil Keen	23
37.	Yvon DuHamel	22
	Tony Murphy	22
	Doug Showler	22
38.	Bob Bailey	21
39.	James Corpe	19
	Mike Duff	19
	William Werner	19
	Edward Wirth	19
40.	Babe DeMay	17
41.	Jim Leineweber	16
	Jim Varnes	16
42.	Ralph White	14
	Clyde Litch	14
43.	Dick Gariety	13
	Tom Heil	13
44.	Dennis Bruce	11
45.	William Lloyd	10
	Steve Scott	10
	Loren Tompson	10
46.	Dallas Baker	8
	Bill Betley	8
	Richard Hardmeyer	8
	Ted Davis	8
47.	Jay Lawless	7
	Harlan Bast	7
	Gordon Jennings	7
48.	Art Barda	4
	Pete Bodette	4
	Al Gunter	4
	Tom Heyser	4
	Richard Jagon	4
49.	Emil Ahola	1
	Jim Berry	1
	Sid Carlson	1
	John Crawford	1
	Robert Farmer	1
	Bruce Holland	1
	Lennie Waldo	1

CATCUS DERBY ENDURO STATE CHAMPIONSHIP
October 1, 1967

RIVERSIDE BOMBERS M.C.

John Steen	Tri
Bill Menchen	Gre
Bob Green	Mat
Bob Ashline	Bul
Bob Steffan	Tri
George Nichols	Mat
Max Bubeck	Hod
Gordon Kesper	Tri
G. E. Porter	Tri
Buck Smith	Tri
Bob Keyes	Hus
Bob Steffan, Jr.	Gre
Peter O. Smith	Tri
Kenneth Locke	Tri
Don Winpress	Ind

TRAIL BIKES - Men
q. Fred Hembom
1. Fred Hemborg
2. Norm Fiescher
3. T. O. Wilson
4. Larry Kersch

TRAIL BIKES - Girls
1. Lynn Wilson
2. Carol Alexander
3. Karen Fordyce
4. Tookie Hensley
(over 50% finished course)

ASCOT PARK HALF-MILE
Gardena, Calif., Fri., Oct. 6,

15-LAP EXPERT FINAL

Dan Haaby	BSA
Mel Lacher	H-D
Shorty Seabourne	BSA
Chuck Jones	BSA
Ralph White	BSA

10-LAP AMATEUR FINAL

Phil Todd	BSA
Jan Crawford	BSA
Lenny Earl	H-D
Lloyd Houchins	BSA
Norm Elledge	Tri

8-LAP NOVICE FINAL

Rick Durkee	Suz
Dave Smith	H-D
R. Elisarraras	Suz
Steve Pederson	Kaw
George Omo	Yam

ASCOT PARK T.T.
Gardena, Calif., Sat., Oct. 7,

15-LAP EXPERT FINAL

Skip Van Leeuwen	Tri
Dusty Coppage	Tri
Eddie Mulder	Tri
Dave Palmer	Nor
Steve Scott	Tri
Rich Thorwaldson	Tri

10-LAP AMATEUR FINAL

Larry Wilburn	Tri
Jan Crawford	Tri
Butch Turner	Tri
Marty MacDonald	Tri
Rob Harrison	Tri
John Sprague	Tri
Ron Miller	Tri

8-LAP NOVICE FINAL

Tom Rockwood	Bul
Jim Peterson	BSA
Bill Cody	Bul
John Riggen	Bul
Rick Durkee	Bul

SIDEHACK ASSN. EXHIBITION

Doug Bingham/Ed Wade	H-D
Dean Hummer/ Rulon Gulbransen	H-D
Dave Roesch/Tom Ridyard	H-D
Mike Parti/Jim Moffitt	Tri
Steve Schler/Joe Gardner	BSA
Jerry Person/Gary Weber	Tri
Jim LeBlanc/John Burns	Bul
Mike Burns/Henry Burns	Bul

Time: 5:49.62

CHECKERS HARE AND HOUND
Red Rock Canyon, Cal., Sun. Oct. 8, 1967

By Dick Wright

Gary Conrad	Gre	500 Ex.
Lon Peterson	Met	Op. Ex.
Steve Hurd	Mat	500 Ex.
Dick Dean	Tri	Op. Ex.
Buck Smith	Tri	Op. Ex.
Gene Dempsey	Tri	Op. Ex.
Gary Preston	Tri	Op. Ex.
Bill Hammer	Tri	Op. Am.
Larry Bergquist	BSA	500 Ex.
Howard Jackson	Hus	250 Ex.

100cc CLASS

Jack Morgan	Hod	Ex.
Pete Foster	Hod	Ex.
Jack Froelich	Hod	Ex.
Steve Holladay	Hod	Nov.

GRIPSTERS ELSINORE T.T.
DIST. 37 POINT RUN
Elsinore, Cal., Sat., Oct. 7,

By Don Wallen & Judy Bailey

POWDER PUFF

K. Struble	Hod
M. Mackentosh	Hon
D. Connely	Hon

500cc NOVICE

S. Nichols	Hon
R. Carver	Yam
R. Kovak	

100 NOVICE MAIN

R. Vanderpool	Yam
M. Carver	Yam
W. Blakeslee	Bri

250 NOVICE MAIN

L. Verdoorn	Bul
E. Shinault	Hus
D. Anderson	Hon

100 AMATEUR

R. Burkert	Hod
T. Warren	Bul
F. Windorn	

175 AM. MOTO

S. Bast	Bul
E. Harrison	
L. Collie	Hon

LIONS MOTO-CROSS
Miramar, Cal., Oct. 1,

100cc NOVICE

R. Vanderpool	Yam
C. Byers	Bul
P. Vandenberg	Hod
H. Henderson	Hod
R. Goodman	Hod
J. Ralph	Zun
D. Wagner	Hod
K. Smryock	Hod

OPEN NOVICE

C. Calvert	BSA
D. Hussonz	Tri
A. Brookman	Tri
L. Horsuoe	Hon

OPEN EXPERT

G. Fetty	Mat
J. Martin	Mat
R. Martin	Jaw
M. Gooding	Mai
J. Stemmer	Tri

250cc NOVICE

B. Frauenberger	Kaw
J. Bentley	Hus
J. Glass	Mon
D. Hostetta	Jaw
J. Martin	Gre

100cc EXPERT

H. Strong	Zan
S. Lang	Sac
M. Chiara	Hod
S. Whitten	
B. Willis	Bul

250cc AM/EXP

J. Kenyon	Gre
D. McCarley	Mon
J. Willis	C-Z
H. Backer	Hus
B. Dentschman	Gre

200 AMATEUR MAIN

T. Warren	Bul
D. Voll	Bul
R. Burkert	Hod

250 AMATEUR MOTO

T. Donaher	Bul
E. Olesen	Mon
W. Hockie	

100 EXPERT

K. Mashburn	Bul
F. Edwards	Kaw
J. Dunn	Bri

250 EXPERT MOTO

K. Mashburn	Bul
L. Taylor	Bul
W. Hosaka	Bul

21 NOVICE MAIN

R. Randell	Mai
R. Marquis	Duc
A. Macracken	Hon

500 OPEN AMATEUR MOTO

D. Harlow	BSA
R. Nichols	
B. Ward	Tri

21 AMATEUR MOTO

D. Hensley	Hon
L. Wolf	BSA
J. Shipman	Hon

500 OPEN EXPERT

C. Cargo	BSA
R. Prettyman	Tri
J. Kato	BSA

OPEN NOVICE

B. Tondro	Tri
L. Mitchell	Tri
D. Allen	Tri

BAY MARE SCRAMBLES
Bay Mare, Cal., Sun., Oct. 8,

100cc MAIN EVENT

Rick Dunand	Hon
Bob Hardison	Bul
Linus Beall	Bri

100cc AM/EXP MOTO

Doug Yerkes	Bul
Keith Mashburn	Bul
Tom Warren	Bul

200cc NOV/AM/EXP MOTO

George Omo	Mon
Mickey Alzola	Mon
Art Carter	Bul

250 NOVICE MAIN

Jim O'Neal	Bul
Jim Anderson	Hus
Allen Turton	Bul

250 AM/EXP MOTO

Richard Scott	Bul
Lee Stumpenhaus	Bul
Keith Mashburn	Bul

300-350 MOTO NOV/AM/

Richard Wunden	Hon
Gil Staethe	Hon
Dennis Sexton	Hon

500 NOV/AM/EXP MOTO

Joe Garban	Tri
Jim Bassey	Mai
Del Colby	BSA

650 NOVICE MOTO

Larry Garban	Tri
Zakie Ziel	Tri
Deane Meyer	Tri

650 AM/EXP MOTO

Charles Gofast	Tri
Bob Mortensen	Tri
Ike Mizen	Tri

SAN RAFAEL MOTO-CROSS
San Rafael, Cal., Sun. Oct. 1

By Bonnie McMurtry

100cc NOVICE

Gary Griener	Hod
Dick Owens	Hod
Gary Lester	Hod
Chas. Harrington	Bul
Martin Reichelt	Bul

200cc NOVICE

Robert Young	Bul
Bruce Bell	Bul
Jess Walls	Bul

250cc NOVICE

Dave Koss	Bul
Richard Roberts	Bul
Jeff Perkins	H-D
Michael Kuykendall	C-Z
George Cayssians	Gre

250cc AMATEUR

Steve Muscatell	Hus
Tom Sullivan	Bul

250cc EXPERT

Mike Akatiff	Bul
Gene Conant	Bul

350cc NOVICE

James A. Thompson	Hon
Ronald Keys	Hon

500cc NOVICE

Greg Hubbs	BSA
Doug Bourne	Tri
Don McGuyer	BSA
Joe Newman	Tri
Richard Carlson	Tri

650cc NOVICE

Curtis Schrader	Tri
Bob Robertson	BSA

650cc AM/EXP

Bill Verbiscio	BSA
Russ Powell	Tri
Bill McClinton	BSA

ORANGE CO. SPEEDWAY
Wed., Oct. 4, 1967

100 TD

Russ Robinson	Suz

250 TD

Rick Woods	Duc

100 cc Main

Russ Robinson	Suz
David Aldana	Suz
Gary Kearns	Yam
Jim Doron	Ital

250 cc Main

Bill Cody	Bul
Ted Newton	H-D
Chuck Saxton	Hon
Chuck Basney	Hon
Jeff Jans	Duc

SPROCKETS SCRAMBLES
Bakersfield, Cal., Oct. 1,

By Stan Coffee

90cc NOVICE

Dana Thompson	Hon
Dale Medford	Hod
Terry Tucker	Hon
Billy Hawkins	Hon
J. W. Davis	Suz

90cc AM/EXP

Mike Lane (E)	Hod
Rick Blake (E)	Hod
Jim Maxwell (E)	Hod
Ron Tobey (A)	Kaw
Jeff Johnson (A)	Hod

200cc NOV/AM/EXP

Randy Smith (E)	Bul
Mike Lane (E)	Bul
Steve Davis (A)	Bul
Art Carter (A)	Bul

250cc NOVICE

Rick Newby	RE
Charles Masley	Bul
Joe Sanderson	Hus
Stan Sweaney	Mon

250cc AM/EXP

Frank Roseberry (E)	Duc
Don Hughes (E)	Bul
Pete Willis (A)	Bul
Tom Church (A)	Bul

350cc NOV/AM

Ron Spillman (A)	Hon
Lynn Campbell (N)	Hon
Louis Wood (A)	Hon
Bob Elisarraras (N)	BSA

OPEN NOVICE

Larry Garbon	Tri
Bill Murphy	Tri
Julian Sanchez	Mat
Mike Lage	Tri

OPEN AMATEUR

Bob Leppek	Tri
Clarence Pittman	Tri
John Scantlin	Tri
Wayne Westday	BSA

OPEN EXPERT

Jeff Sperry	H-D
Ray Anderson	Tri
Alvin Griffith	BSA
Rick Blake	Tri

ELSINORE TT
Sat. Sept. 30, 196

By Don Wallen

100 Novice

R. Vanderpool	Yam
J. Dunn	Bri
M. Tossau	Hod

50 NOVICE

R. Roubicek	Hon
E. Roubicek	Hon
R. Upshaw	

200 NOVICE

R. Burkert	Bul
G. Riley	Bul
D. Jones	Bul

250 NOVICE

250 NOVICE

W. Hosaka	Bul
L. Vernon	Bul
A. Griswold	Gre

350 NOVICE

J. Wahl	Hon
L. Veroom	Hon
J. Curre	Hon

500 NOVICE

J. Wahl	Hon
J. Kennedy	BSA

OPEN NOVICE

L. Mitchell	Tri
K. Smith	Tri
B. Maahs	Tri

250 EXPERT

W. Hosaka	Bul
G. Riley	Bul
T. Donaher	Bul

500 OPEN EXP

J. Kato	BSA
J. Bailey	BSA
J. Hart	BSA

SWEEPSTAKES

J. Kato	BS
J. Bailey	Tri
R. Vanderpool	Ya

11th ANNUAL BANTAMWEIGHT CHAMPIONSHIP
Chowchilla, Calif. October 8, 1967

Mike Lane	Hod
Harry Herschel	Kaw
Jim Maxwell	Hod
Jeff Johnson	Hod
Sammy Holland	Kaw

DON'T MISS THIS ONE ! ! !
2 DAYS of MOTORCYCLE FIESTA in ENSENADA
SATURDAY & SUNDAY
Nov. 4 & 5

POKER RUN ENTRY BLANK

PLEASE ENTER ME AS A PARTICIPANT IN THE 1967 GRAND M/C TOUR OF ENSENADA, BAJA, CALIF. AND SEND ALL INFORMATION TO:

Name _____ age ___ Address _____ City _____

State _____ I will ride a _____ motorcycle a total distance of ___ miles to starting place at Tijuana,

I hereby agree to abide by the rules of the tour and to obey the laws of Mexico while I am in her boundaries. And I further agree to hold blameless the sponsors, owners, promoters, lessees and tenants of the premises for any loss or injury to myself or my property in which I may become involved by reason of my voluntary participation in this contest. I enclose $2.50 for one pre-entry card. Please send complete information by return mail.

HAVE YOU READ THIS ENTRY BLANK? (please answer YES or NO) _____

MAIL TO – Cycle News GRAND M/C TOUR, Box 498, Long Beach, California

entry signature: _____

CAUTION: Parents must co-sign if rider is under 21 years of age

Parents signature _____

☐ Check here if you want 2-day insurance on your cycle while you are in Baja California. Cost is $3.25 per motor. Enclose check or Money Order. Add license number of your motorcycle here _____

Insurance by Maytorena Insurance Agency of Los Angeles.

WEDNESDAY EVENING
OCTOBER 18
Rickman Owners Roundup

● MEET DON & DEREK RICKMAN ●
● QUESTION & ANSWER SESSION ●
● FREE REFRESHMENTS ●●●

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BEST APPEARING METISSE ●
MOST UNIQUE CONSTRUCTION ●
METISSE BROUGHT IN FROM THE LONGEST DISTANCE ●
. . . AND SEVERAL OTHER CATEGORIES

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at STEEN'S, INC Rickman Metisse Distributors
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Phone (213) 289-4351
ADMISSION: Bring your English-Made Rickman Metisse!

Grand Tour & Poker Run to Ensenada slated for first weekend in November

(ENTRY BLANK ON PAGE 16)

Photo by Joe Lopez

Again this year, a highlight of the Cycle News sponsored Motorcycle Tour of Ensenada will be a huge parade through town.

Readers who are planning to make the 2nd Annual El Grande Motorcycle Tour of Ensenada will be interested to know that the Cycle News-sponsored Road Tour this year coincides with the Baja California City's 365th Anniversary.

It was on November 2nd, in the year 1602 that Spanish explorer Sebastian Viscaino discovered the attractive harbor of Ensenada and since that time thousands of American motorcycle enthusiasts have discovered it too.

Ensenada is a lovely place to visit. Far enough from the hurly burly border to have its own distinct native charm, yet close enough to the U.S. to have most of the better parts of our civilization. Fishing and tourism are two major industries of the town and once again the welcome mat will be out for the tour riders.

PINS & POKER CARDS

The first checkpoint and signup for the all pavement poker run will be on the U.S. side of the border this year, in front of the L. Granados Insurance office, about two blocks from the international border. Here the post entries will sign up and get their silver souvenir pins. Two-day insurance policies for the trip will be issued and the first card in your poker hand will be drawn from a native bowl.

From Check #1 the riders will follow a carefully limed and posted course across the border, through Tijuana and onto the old Ensenada road. This two lane winding, scenic highway is remarkably free of traffic since the new toll road has opened and the pace can be either leisurely enough for a 50cc or you can go fast on your Sportster. Entries will have an identification card showing translations of Mexican road signs into English. You can take your baffles out of the muffler once the border is crossed, if that is your wish. The Mexican laws do not include anti-noise ordinances.

COCKFIGHTS & MUSIC

Following the coast, you will stop at check #2 and pick up your second poker card and check #3 at Raul's Restaurant is a good place to stop for lunch or a soft drink.

Soon the road rises, turns inland from the scenic coast and tours the rolling highlands to check #4. Then you plunge down to Ensenada to gather your final poker card. The campground this year is at check 5. There is a beautiful beach at the campground and garage facilities for the bikes, if riders desire it. A special rate of 50¢ for overnight campers will be charged here. Saturday night you are on own to discover the infinite delights of Ensenada night life. The town's anniversary celebration will feature plenty of free entertainment and Mariachi music in the streets. (NOTE: If you ask the Mariachis to play for you, the usual fee is $1 per song.) In addition there are some special attractions, like real cockfighting, that you may not get to see again for another 365 years. At least not legally.

BEACH & CAMPGROUNDS

If you plan to say at a motel or hotel, you should make your reservations well in advance at one of the places listed at the end of this article. If you prefer camping out, the campsite at Maria Luisa Motel and Trailer Park (Check #5) is accessible by paved road and there are showers and toilets on the property. Owner Manuel Arce will provide Mexican or American meals in his restaurant, and free music in the bar.

Sunday morning riders will meet for the bike judging contests and a paradethrough town. After the parade will come the trophy presentations. for the best poker hands, best looking bikes in classes and special awards. Over 40 trophies will be awarded and again, as last year, the winning beauty bikes will be selected by the Mexican City officials. Useful brass and copper trophies of native Mexican design, which were so popular last year, will again be given.

After you have had your fling at fiesta and collected your "worthwhile gold." you'll have your choice of heading back to the U.S.A. on the old road, or, if you are in a hurry, take the new toll road from Ensenada to Tijuana. It is about 10 miles shorter and the toll formotorcycles is only 60¢ (cars pay $2.10).

Or you may want to stay and see which motorcycle won the Tijuana to La Paz rally. They'll be having their trophy presentation in Ensenada Sunday afternoon.

Make motel reservations early, unless you plan to camp out. If you haven't sent in your pre-entry for the Ensenada Tour, post entries will be available at the first check point, U.S. side of the border. See you there!

NATIONAL CHAMBER OF TOURISM OF ENSENADA
HOTELS AND MOTELS MEMBERS
DAILY RATES FOR TWO PERSONS IN DOLLARS

HOTEL	ADDRESS	PHONE	RATES
*America	1/st St. & Espinosa	9-1333	5.00 to 6.00
*Casa Del Sol	1/st St. & Blancarte	8-1570	7.50 to 10.00
*Colon	174 Guadalupe Ave.	9-1910	5.00 to 6.00
Coronado	1/st St. & Mar	9-1416	4.00 to 5.00
Del Paseo Inn	Ruiz & Frente	8-2625	7.00 to 12.00
*Cortez	1/st St. & Castillo	8-2308	10.00 to 12.00
Cortez Suc.	Km 103 Highway	8-1455	5.00
El Faro	3/rd No. 350	8-3522	5.00 to 6.00
*El Morro	Km 104 Highway	8-3240	6.00 to 10.00
*El Rey Sol	1/st St. & Blancarte	8-1776	10.00 to 12.00
*Estero Beach	Estero Beach, B. Calif.	9-1380	10.00 to 15.00
Flamingo	1/st St. & Rayon	9-1666	5.00 to 6.00
*Gonzalez	150 Cipres Ave.	9-1066	3.00 to 4.00
*Granada Cove	Km 102 Highway	8-3681	6.00 to 10.00
La Playita	Km 103 Highway	8-1848	6.80
Mission Sta. Isabel	1/st St. & Castillo	8-3616	7.00 to 10.00
*Monte Carlo	Km 99 Highway	8-1150	6.00
*Papagayo	Km 104 New Highway	8-3675	10.00 to 20.00
*Playa	1/st St. & Guadalupe	9-1430	4.00 to 5.00
*Plaza	1/st St. & Gastelum	8-3670	7.00 to 10.00
*Ramona Beach	Km 99 Highway	8-1245	5.00 to 8.00
*Ranchito (MI)	1/st St. & Aldama	9-1160	7.00
*Rey (El)	9/th & Alvarado	8-3220	4.00 to 6.00
Santa Maria	1/st St. & Castillo	8-3140	6.00 to 8.00
*San Jose	Km 100 Highway		4.00 to 5.00
*Villa Carioca	Km 104 New Highway	8-3230	8.00 to 9.00
*Villa Fontana	1/st St. & Blancarte	8-3434	8.00 to 9.50
*Villa Las Rosas	Km 101 Highway	8-2115	8.00
*Villa Marina	1/st St. & Blancarte	8-3321	7.00 to 10.50
Siesta Inn	914 1/st St.	8-3081	7.00

(*) HAVE KITCHEN FACILITIES

NOTE: The mentioned above rates are for summer season. Most of Ensenada's Hotels and Motels have discounts in off-season (October to March or April)

FOR FURTHER INFORMATION: Camara Nacional De Turismo De Ensenada, 328 Lopez Mateos Blvd., Phone 8-1722

NKG SPARK PLUGS
Order by size, reach, and heat range desired.
STANDARD PLUGS $1.10
RACING PLUGS $2.50

DEGREE GAUGE
A must for the precision tuner. Holds magnetically to most flywheels. Fits HODAKA, Honda, Suzuki, Kawasaki, and Yamaha.

$1.80

MOTO CROSS PIPE
For 250cc 2-stroke single. Mid-range power. 28" long, 4" dia., inlet pipe I.D., 1¾".
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CHROME TT TANK
Chrome finish. Unique mounting flange allows easy installation on HODAKA and others. Capacity. 4½ qts.
AZ 100
$17.95

HODAKA RED TOUCH-UP SPRAY PAINT and PRIMER
Matches original HODAKA red.
16 Oz. Can $2.20
6 Oz. Can $1.40

HAMMER DRIVERS

Every shop should have one!
$12.80
Comes complete with 4 bits (2 Phillips, 2 common) in metal case. Gets out those hard set screws, neatly!

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Fits most Japanese makes. One job pays for it.
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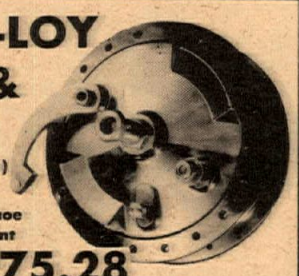
NP100 $1.95

MOTO-LOY HUBS & PARTS
(All hubs 40 spoke)



FLR7 Twin leading shoe road racing front brake. 7 in. diameter. $75.28
F7 Front brake for trials or scrambling. Single leading shoe. 7 in. diameter. $56.00
F6 Single leading shoe. 6 in. diameter. $40.70
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VILLERS ENGINES
250cc two stroke. All equipped with all-metal diaphragm spring clutch and four-speed gearbox.

STARMAKER SCRAMBLES
22 bph/6500 rpm
Amal 1-3/16 in. Monobloc Carb.
$402.47

STARMAKER PRODUCTION RACING ENGINE
32 bph/7500 rpm
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14 bph/5500 rpm
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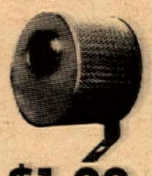

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DEALERS: WRITE FOR QUOTES ON YOUR LETTERHEAD.

HOTTING UP A HODAKA

Story By Dick Wright
Photo by Jeff Wright

Riders who have not tried the trail bikes don't realize their potential in having a good ride. At the average Hare Scrambles, for example, where the trail bikes start ten minutes after the Open Class and 250cc, the 100cc trail bikes have been able to catch up to the other riders half-way through the race, and by the end of the race, the first ten in the trail bikes have been up in the seventies and eighties overall.

The point is that it takes a good rider to turn a 250cc bike all the way on in fourth gear in the desert to use all that available power. In the case of a trail bike, assuming you have good suspension (a must), it is possible to run 50 miles an hour in the open desert in fourth gear. The trick is to know your bike, know what it will do in a certain kind of bump or ditch, and always keep the engine in a gear where you can keep it buzzed up to power you over the rough spots.

After having owned and ridden almost every kind of dirt bike, I decided to try my hand at the trail class with a new 90cc Hodaka. I put 200 street miles on the engine before doing anything to the bike, then I was hot to ride it in a desert event.

The first steps I took to get it ready were: (1) Strip off all the lights, battery, and wires (this is real easy, just don't pull the wire going down into the mag). (2) Put bigger K-70 tires on front and back. (3) Install a quick-turn throttle. (4) Change to 50-weight oil in the forks. For the first couple of rides I used the stock air cleaner, exhaust pipe, and stock 85 jet; I had a good ride finishing in the first 10 each time.

Next I added a bigger air cleaner and expansion chamber, Girling rear shocks, bored the engine out to 70 thousandths over and added a Pabatco big head with stock compression. For the cooling, I put in a 100 main jet, and dropped the needle jet one notch. This set-up worked real well for the amount of money invested. I was able to pull fourth gear in the sandwashes and open trails, which you have to do if you are going to run with the winners.

The bike started running real good, so I thought it was about time to do something with the front suspension. I had Eddie Crowell Cycle Sales install a set of his light-weight forks, which gave me 2-1/2 additional inches of travel, two inches of rake and real good dampening. This, to me, was the icing on the cake, and I really was enjoying my "dessert" rides. I found that I could use the 95 main jet if didn't lug the engine in fourth gear in the sand, and I would roll the throttle back once in a while on a long straight-away to let the engine cool, thus keeping the piston from freezing up.

Dick Wright, author of the accompanying article, practices what he preaches. Here he bounds along in a Trail bike desert event, aboard his special Hodaka.

Desert Dessert

Then came the day of the five-speed gearbox and all the goodies that go with it. I held off as long as I could, but being in the Expert class I had to get what the rest of the guys already had. Needing a good machinist, I went to Inglewood to see Eddie Crowell again, and we decided on the following set-up. We put on the new five-speed transmistion with wide-range gears, put in a fourteen-tooth counter sprocket, and the new needle bearing rod assembly. We used the straight-cut drive gears, widened and lowered the intake port and matched it up with the intake manifold, we also widened the exhaust port, but didn't lower it. We put on a one-piece, forty-six tooth rear sprocket, and put the coil under the gas tank for better cooling.

With this setup you'll have a bike that will give you the full excitement of competition with many conveniences that a heavyweight bike just cannot offer.

KANSAS TRACK HOSTS INTERNATIONAL MOTO-CROSS

From William D. Grapevine, president of the FIM-affiliated Pan-American Racing Association, comes news that an International Moto-Cross will be held on November 5th at Aztec Park in Sedan, Kansas.

A contract with Mr. Edison Dye confirms that such European stars at Torsten Hallman, Dave Bickers, Paul Fredrichs and Joel Robert will compete, as well as a team from Mexico City. Riders from all over the U.S. are also expected to be on hand for a chance to do battle with the best from Europe.

The Aztec Park track (location of the National FIM Trials Championship of the U.S. and the U.S. vs. Mexico Pan-American Trials and Moto-Cross Championships for the past three years) is being completely revamped for the November 5th event. One and a half miles per lap in length, the track is expected to be one of the toughest courses in this country. More and better concession stands, as well as additional rest room facilities, are also being built.

On Saturday, November 4, the day before the Moto-Cross, a Trials is scheduled – more of an enduro, really – over several laps of a 3-mile course.

Sunday's Moto-Cross will start at 10 a.m. and end at 5 p.m. There will be National races for riders who do not hold and International FIM license – 30 minute heats in 125cc, 175cc, 250cc, 350cc and Open Classes. Money and trophies will be paid in each event.

In the International races, there will be three 30-minute heats for each of two classes – 250cc and 500cc. Again, money and trophies are to be awarded. For further information contact William D. Grapevine, President, PARA, P.O. Box 359, Sedan, Kansas.

RICKMAN
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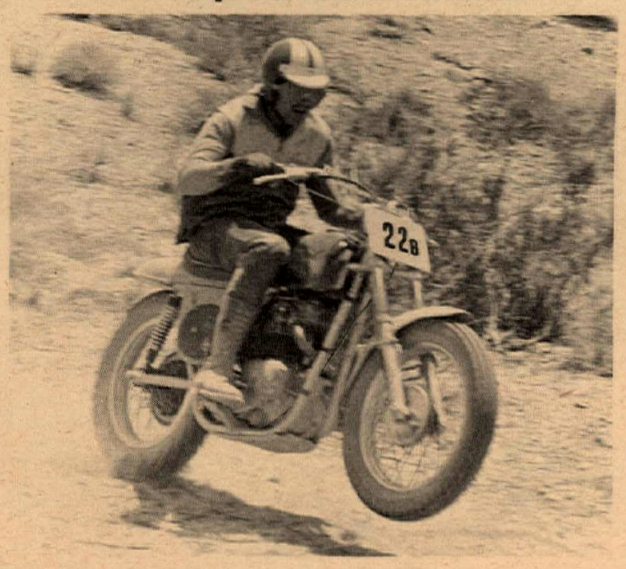
WINS CACTUS DERBY
CALIFORNIA STATE CHAMPIONSHIP ENDURO October 1, 1967
Sweepstakes: JOHN STEEN
650 Triumph RICKMAN METISSE



ALSO-Checkers Hare'nHound
Sunday, October 8, 1967
1ST Open Expert
LON PETERSON 650 Triumph Rickman Metisse
Distributed by STEEN'S, Inc.
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ORANGE SPEEDWAY

The ACA flattrackers got off to an exciting start at Orange County last Wednesday night, Oct. 4th. Rick Woods, last years' champion flattracer, led off by winning the 250cc Trophy Dash. Rick has been conspicuously absent over the last few meetings and prior to that had done rather poorly, mainly due to nechanical difficulties. Rick says he has them sorted out now with the installation of a new carburetor on that quck running Ducati of his. He wasn't quite as fortunate in the Main Event when he was forced to reture after falling between turns 3 and 4.

The winner of the 250ccc Main Event and the leader from start to finish, was Bill Cody from Laguna Beach on a Bultaco. Bill has really been eating up the track the last several weeks. In hot pursuit was little Ted Newton from South Gate on a Harley-Davidson. Ted hadn't done too well previously this year, but left for several months and attended several National meets in the east, and upon his return to California has really shown what he learned in the east. Right behind Ted came Chuck Saxton on a Honda. Chuck just returned after a long absence. H8 has been in Denver, Colo. winning many of the flattrack events in that area. Behind Chuck came an all-time favorite, Chuck Basney, also Honda-mounted.

In the 100cc Main Event, Russ Robinson had little trouble handling Dave Aldana and was able to also take the 100cc Trophy Dash. Dave did give Russ a little tough time when he led in the 11th lap coming into the final but going into turn 2 Russ was able to get under Dave and go ahead to win on his Suzuki. Following Dave came Gary Kearns on a new 100cc Y3maha twin. In hot pursuit on a brand new bike was Jim Doran with a reworked street Ital Jet which appears to be a pretty hot little machine.

There will be two more scheduled flattrack events at Orange County Speedway this year, with the final championship event scheduled for October 25th.

(Results on page 16)

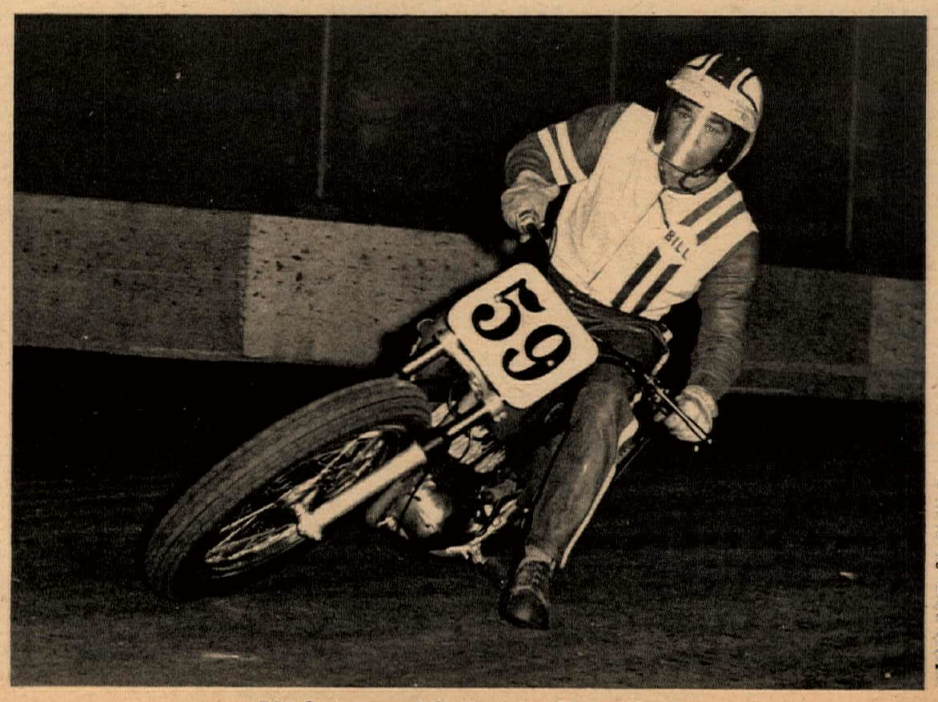


Photo by Bob Krips

Bill Cody zapped the troops at Orange County

ELSINORE NIGHT LIFE

By Don Wallen

The Gripsters M.C. took over Elsinore for the first District 37 AMA Point Run! 180-plus riders make the scene for much action! The track suface was groovy and this meet was an unqualified success! Plus Powder Puffers.

STUFF AND THINGS

In some of the best weather seen, a big crowd was in evidence on Oct. 7, and this turned out to be a very exciting and successful Scrambles, with the exception of a late program due to the large number of entries and riders filtering in from Brand X Scrambles tracks signing up as late as 10:30 for the big bike hassle, which started with a band as 5 riders tangled coming up to the jump with J. Rice taking the brunt of it all and was put out of action with undisclosed injuries. A side note is that C. Cargo came off in this bash and lost his handlebars and a few other choice goodies. The interesting part was when about 35 hands put Clutch's bike back together like fast!

The Powder Puffers were out in force and really livened things up as the inter-class competition between the gals had to be seem to be believed. The first time the Powder Puffers came to Elsinore, most of the gals were just staring and it is interesting to see the difference after almost a year. Now when they make the

(Continued on page 20)

Afternoon practice lineup - and they raced on into the night. Photos by Manuel A. Burton

NEW TRACK IN THE OFFING

On part of a 1600-acre tract in Southern California's Santa Ana Canyon, across from the Green River Golf Club, a new motorcycle race track will probably be going full bore in about three months.

The promoters, a group headed by C.S. Hollingsworth of Anaheim, envision a half-mile straightaway course for part of the track, but hilly portions will also be use. The property has been leased from a New Jersey company, plans have been approved by the California Division of Highways and checked by the city of Anaheim, which entertains ideas of annexation. (The property is in Orange County but touches three other counties.)

Representatives anticipate using about 1000 of the 1600 acres in the venture, and plan to spend close to $500,000 on leveling and various improvements, approach will include three-acre entry lot for campers.

Although initial races are expected to be held during the daylight hours, lighting for night events is expected to be installed by early next summer.

RICKMAN METISSE OWNERS MEET

Don and Derek Rickman, the brothers who design, build and ride the famous Metisse-frames, will be guests of honor at the first "Metisse Owners Roundup" staged by the distributor, Steens, Inc. Wednesday evening, October 18.

Metisse owners are asked to bring their steeds to Steens, 1635 W. Valley Blvd. in Alhambra, Calif. around 8 p.m. for admission to the party. There will be a chance to fire questions at the Rickmans and awards will be given to the best machines present in several categories. Metisse owner Lynn Wineland is making the arrangements. If you plan to attend, call him at (213) 289-4351.

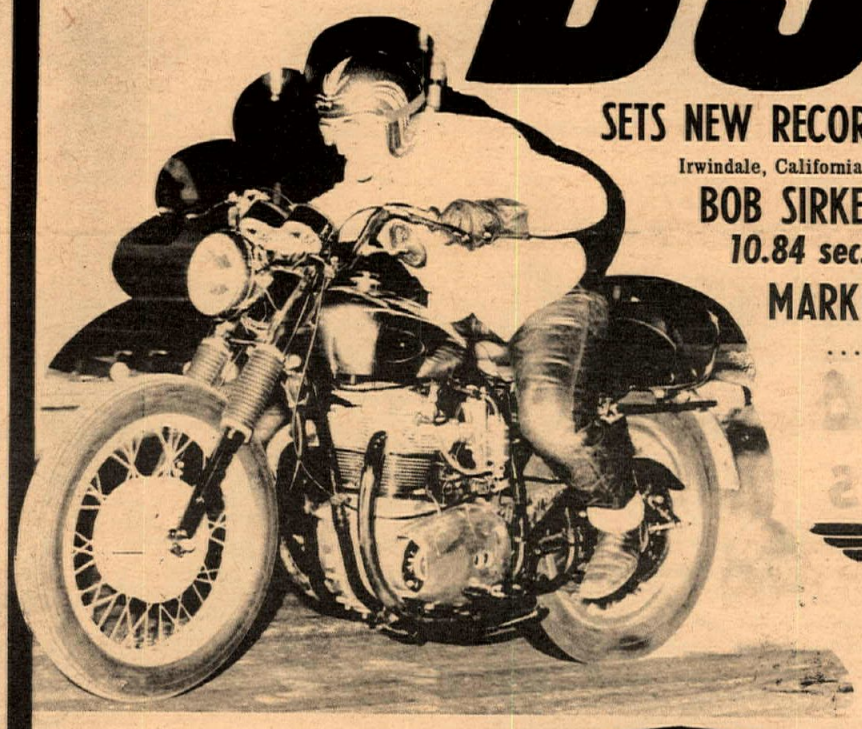
"OUTLAWS" TREATED TO FREE BATHS AND HAIRCUT BY ENSENADA POLICE

Last week a small gang of San Diego youths claiming to be Hells Angels slipped across the Baja California border along with the El Scrambles Grande riders and tried to terrorize the quiet fishing village of Ensenada.

Towing a dead seal through town behind their bikes, they were involved in several traffic accidents and fistfights. City police arrested three ringleaders and held them in the calaboose long enough to be eligible for the regulation bath and haircut which all inmates have to undergo.

After forfeiting bail, they were escorted back over the border a little cleaner, less hairy, and, we hope, somewhat wiser.

BSA



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1st. C. CARGO - BSA
500-Open Amateur
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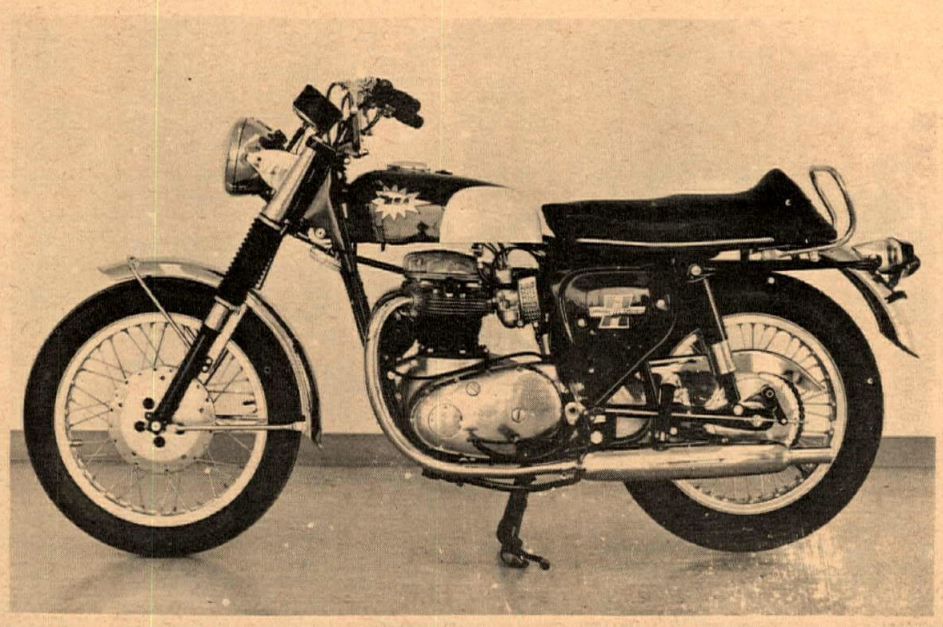
Elsinore, Calif. TT
500-Open Expert
1st. J. KATO - BSA
2nd. J. BAILEY - BSA
3rd. J. HART - BSA
SWEEPSTAKES
1st. J. KATO - BSA

Lions M.C. Moto Cross
San Diego, Calif.
Open Novice Class
1st. C. CALVERT - BSA

San Rafael Moto Cross
500cc Novice
1st. GREG HUBBS - BSA
650cc Amateur-Expert
1st. BILL VERBISCO - BSA
Ascot Expert Final ½-Mile
1st DAN HAABY - BSA



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ELSINORE Continued

start it looks just as quick as the men. K. Struble rode consistently enough for first place a M. McIntosh held on for a close sencond.

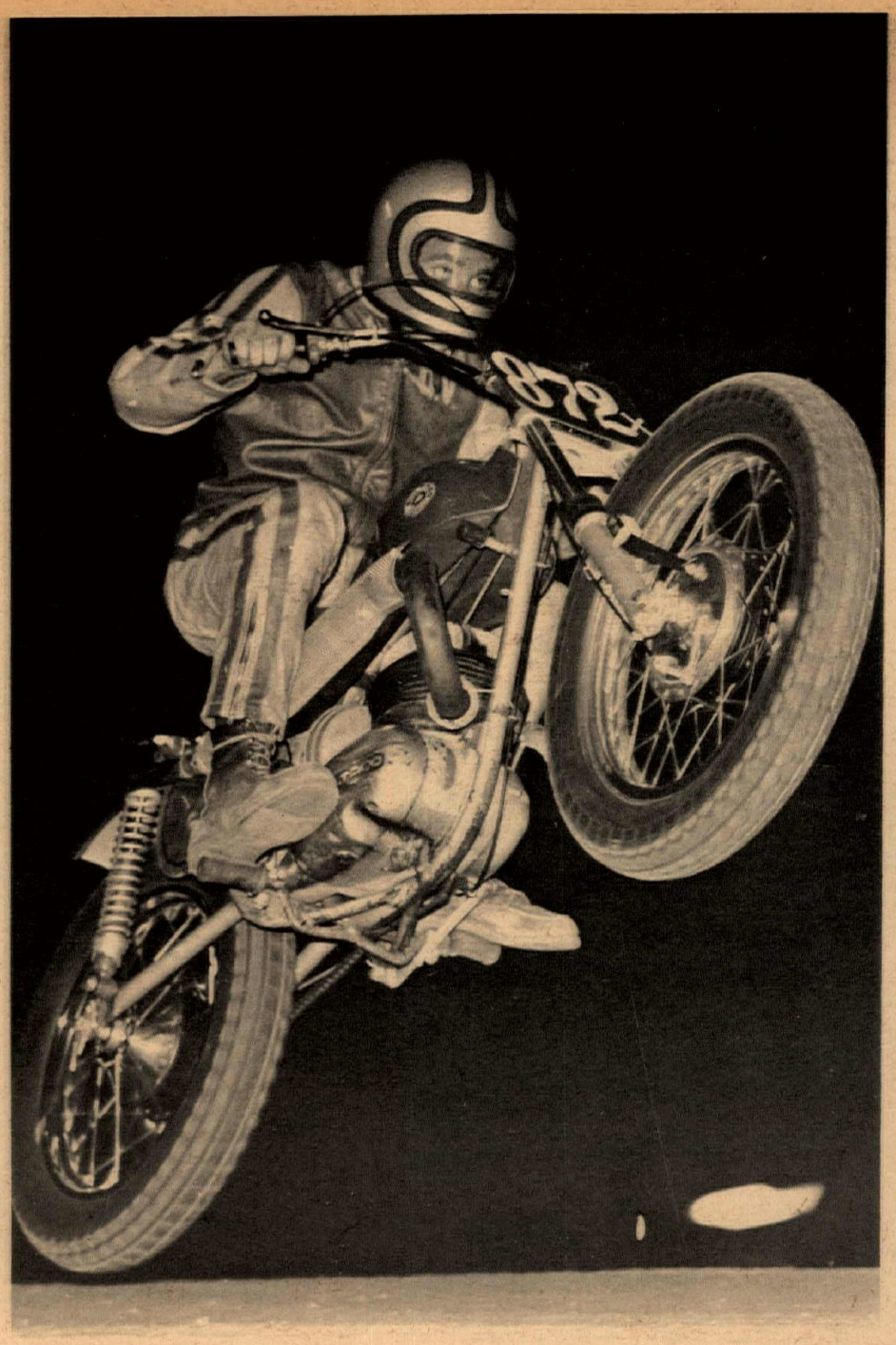
SMALL BIKES

Quite a few of the "shoes" make it for a real tough hassle including R. Burkert and father, who does the tuning. Rusty and his trusty Hodaka put the job on the troops real good, but not without a big hassle from T. Warren who was in great form on this night although Tom stated he's a little short of power on his new 100 Lobito. Wrren put the hole shot on the guys in the 200 ranks having to stay ahead of D. Voll and R. Burkert. Terry Donaher took home the bacon in the 250 Amateur Moto as Eric Olesen chased Terry all the way to the wire for a well deserved 2nd place with W. Hockie bringing up the rear to capture 3rd. In the Expert Moto, a rider we don't see enough of at Elsinore came out to show the guys some style - - K. Mashburn, on a Bultaco. This event was very hard to start as everybody kept wheelstanding and jumping the starter. Once underway, Keith, Larry Taylor and W. Hosaka put on a show that wouldn't quit.

BIG BIKES

The 500 Expert Moto was another one that had to be restarted at least 3 times as C. Cargo and J. Kato were getting off the line just a little too sharp for the starter, anyway, Clutch and Kato had been racing wheel to wheel all night but in this one it turned out that Kato lost it somewhere in the back chute to let Prettyman go by on a Triumph for a 2nd as Kato was 3rd and Clutch first. Let's all take advantage of the summer weather, and get out to the races at Elsinore!

(Results on page 16)



D. Voll does a spectacular at Elsinore.

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SPROCKETS

Story and Photos by Stan Coffee

Once again the Scrambles action returned to daylight hours, when the Bakersfield Sprockets presented their regular monthly bash on Oct. 1. The weather was perfect all day, but the track had some trouble getting used to all that sun and two or three extra trips with the water truck were necessary.

Almost without exception the results were no different than they had been during the sessions under the lights. Jeff Sperry guided that "Ol Hog" to another easy victory in the Open Expert Class ahead of a couple of five hundreds piloted by Ray Anderson and Alvin (Kamikaze Jake) Griffith. The open Amateur winner was once again Bob Leppek, but he more than had his hands full with Clarence Pittman and John Scantlin.

Triumph-mounted Larry Garbon from Woodland Hills took the neasure of a fast group of six-fifty Novices. Bill Murphy of North Hollywood edged Julian Sanchez for the second spot trophy. The 350cc Novice/Amateur rounds proved to be a cakewalk for Ron Spillman, an Amateur, but Ron had to get hot a few times when Louis Wood applied the pressure. Lynn Campbell did a job on the Novices in the class to take away the "Big Gold."

The two-fifty Amateurs and Experts didn't put on their usual see-saw battle. Experts Frank Roseberry and Don Hughes jumped into the lead right off the bat and stayed there. Pete Willis rode his little bitty Bultaco to the first Amateur position ahead of Tom Church and Mickey Cox. Roseberry claimed that this is to be the first win of a long line. He has just become engaged and has settled to some serious racing and other things.

Rick Newby rode one of those weird old Enfields of Mel Dineson's in the 15-inch Novice division and had no trouble at all getting the job done. Watch him next year at Ascot. The 200cc class was a walkaway for Randy Smith of Ventura. The young-expert heat out Mike Lane for Expert honors and led a host of Amateurs and Novices across the line. Steve Dvis looked great all the way, as did Art Carter in the Amateur division. Cecil Bailes came out on top of the Novice heap. Lane salvaged some honor by winning the 90cc Expert Trophy. Ron Tobey and Jeff Johnson tied for first in the Amateur position.

The ninety Novice gold was taken home to Ventura by Dana Thompson. Dale Medford finished ahead of Powder Puffer Terry Tucker to nab second. Although the entries were lower than usual everyone seemed satisfied and eager to return to Sprockets Park on the twenty-ninth of Ocotber.

(Results on page 16)

Jeff Sperry hustled his Harley-Davidson to first place in the hotly-contested Open Expert class.

In the 90cc Amateur/Expert go, Bakersfield's Mike Lane turned back the troops on his Hodaka.

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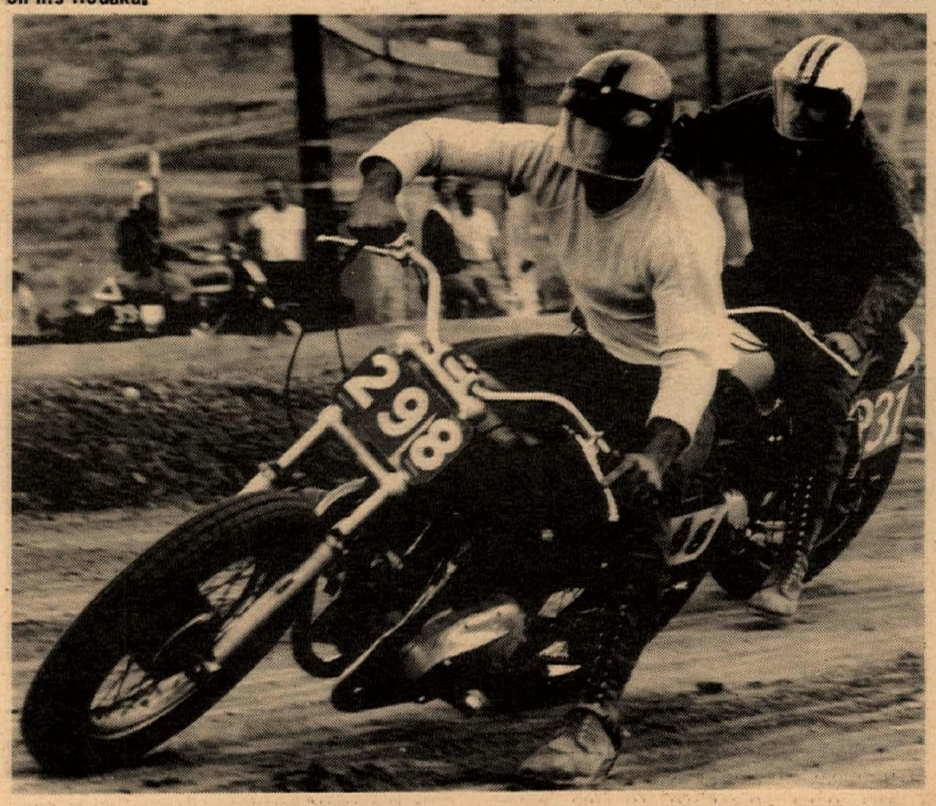


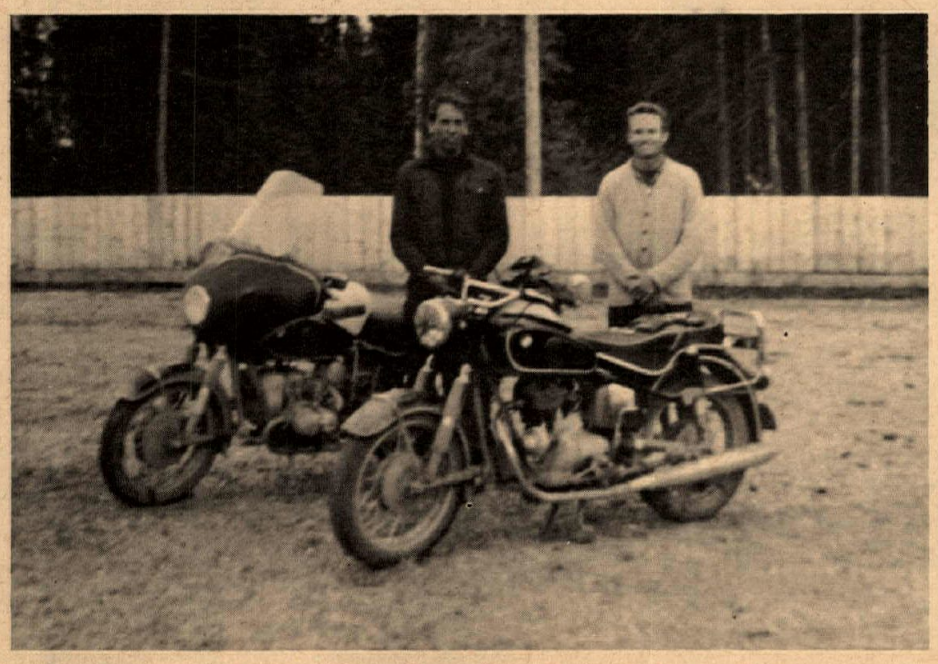
Open Novice winner, after fighting off persistent foes, was (298) Larry Garbon of Woodland Hills on a Triumph.

FUN ON A BMW OR..HOW NOT TO GO TO ALASKA

By James Campbell Thomson

Camp was struck at Bear lake Campground, 40-some miles up the road. I stayed here two days as it was the weekend. And I was not really in any rush. No spectacular things happened; I nursed my wounds by day and fought mosquitoes at night. It was here that I noticed the days began to extend. The sun did not go down til 10:30 p.m.

Monday about noontime I set my sights on Dawson Creek, 210 miles up the road. From past experience I expected to arrive about 5 p.m. The Manta fairing was lashed on top of my carrying box, or what was left of it. We made a good hour's run and came to the end of paving on the road. This gave me a reason to rest, so I leaned the bike against a telephone pole and discmounted. I hadn't been lying in the grass five minutes before two bikes rolled up to mine, coming from the north.



Pausing in a park at Fort Nelson on the Alcan Hwy. are author James Thomson (right) and fellow traveler Charles Lowman from New Jersey.

The riders turned out to be college students from near Fairbanks. One was on a BMW R-69S, while the poor one had a Honda Dream. They told me they had ridden the Alcan Highway in four days (1200 miles long) and that the unpaved section I was beginning was 71 miles in length. We then exchanged a few words about BMW superiority, after which they left me to my 71 miles of gravel. It took two hours (although it seemed like three) to reach the blacktop again.

While on the gravel I passed a large brush fire at an oil drilling rig and was asked by the foreman to stop at a small settlement up the road and inform them of it. This was done, and we continued north.

The sun left me still 70 miles from Dawson Creek. In company with the sun went what little warmth was left. On arrival in Dawson Creek, we stopped at Paulson's Campground, where camping was a buck a night, hot showers 25¢. I was so cold I'm sure even a cold shower would have felt good.

Dawson Creek has a mood all its own – somewhat like St. Louis had when it was the jumping-off place for wagon trains going to California. The road to Alaska begins here, so people from all over the states and Canada were gathered, preparing for the ordeal ahead.

Further Preparation

I stayed two days as there were preparations to be made on the BM. At a local lumber yard, fiberglass cloth and resin were purchased and an afternoon was spent pasting and pounding, then attaching the fairing back on the R-27. Of course, the windshield was gone but the bottom part offered some protection. The wider tire was put on the rear and all nuts tightened to prevent shedding.

The Alcan Highway is paved for 86 miles from Dawson Creek. Also for the traveler's convenience there are mile posts on the roadside. Wednesday I was away, with the town of Fort Nelson (mile 300) as my destination. The paved stretch passed easily, and when it ended I was quite surprised to find hard-packed clay. My first thoughts were, if this was to be the notorious Alcan, it was going to be a cinch. We were able to maintain 50 mph with ease.

Part of the bull I had been told by "informed parties" was about the long stretches without gas stations. There was gas to be had at least every 50 miles and usually at 100-mile intervals repair facilities and a store.

At approximately mile 125 the hard-packed clay ended and loose gravel began. My speed was cut to 35-40 in third gear. I soon learned to follow the inner bare spot from the cars, moving toward the center at the turns where the gravel was deep on the outer edge.

Problem Time

The weather at this point was showing signs of an approaching storm. I made it up to what a road sign called "The Second Highest Point on the Highway." At Closed Cave (mile 150) I waited out the storm. After half an hour or so the rain stopped, the sun came out and now my troubles really began. The Alcan descended quickly to lowlands and the gravel turned to hard-packed clay – or what had been hard. There was now a slick film of mud to contend with. My speed was down to 20 when we reached a right-angle turn and slid right off.

Nothing was hurt, I was just off the road. With a bit of pushing and slipping the clutch, the road was again attained. It took me 20 minutes to make the next mile post. Let me just say that it was SLICK.

After the stretch of slime, my feet were back on the pegs and we were raoring along at 25 mph. The surface had improved, but not as much as I had hoped. Down went the bike on a peg-bending flop that sent me rolling. Nothing much was hurt, except my hope of achieving a 300-mile day.

Not too many more mile posts went by until I noticed the BM seemed to be losing power. Upon stopping, I found the rear brake smoking for it had been forced on by a bent peg. The sunlight left me 60 miles from my destination, but I reduced speed and kept going. Arrived late and set up camp in Fort Nelson's Park. Didn't eat much, turned in promptly.

Got up late. Decided to spend a day here straightening out the bike. Besides the pegs and brakes to work on, the box was too much weight for the rack. The commercially available motorcycle luggage racks are fine for light weight on paved roads. But a little over 200 miles on the Alcan had bent mine out of shape. I had had a 1/2-inch steel rod welded under the part that attached to the fender. Even that didn't help me.

Well, I gave the box and all the things that I felt I didn't have to keep the heave. I rolled the rifle and my clothes up inside my tarp, tying this on the rack. It stuck out two feet on each side, but that was okay with me. The tent was stuck in the space between the seat and rack. Everything else was put in the newspaper bags.

In the early evening I looked up to see another fairinged BMW coming toward me from across the field. This turned out to be Charles Lowman, a young engineer just out of college. With some time to kill before having to begin work, and a new BMW R-69S, he was going to Fairbanks to visit his sister. So we joined up together to ride the remainder of the Alcan.

Thomson's BMW is barely visible under its load at this resting place on the 71-mile unpaved stretch to Dawson Creek.

After the evening meal, we were visited by two local riders on Honda 50's. One told of heavy rains on the section we would be traveling on the next day. In his own words he said, "It's as slick as snot on a tin roof."

He was pretty near right. As we left Fort Nelson, we agreed to alternate front position every ten miles. If one ran off the road, the other rider would know something was amiss before getting too far in front.

Lowman, with his twin, was able to cruise at a slightly higher speed (about 50) than I felt comfortable at. The first couple of times he led I would drop back half a mile or so at the end of the section. Early in the day I was unnerved crossing a short concrete bridge, and plunged into gravel that seemed a foot deep. The problem was accentuated by two oncoming cars. Luckily they moved over to let me ski past.

After the gravel came the mud, as we entered a lowland section that would have been very fast had it not been for rain. I quickly found a slick spot and went down at 25 mph. I tried again up the road 20 miles or so. While taking a turn, a patch of slime was crossed, and I was on my head again.

While passing two giant house trailers near the summit, Charlie moved too close to the edge of the road. His rear tire slipped off the road, pulling him after it, and he flopped on the steep shoulder. There was no damage as the mud was soft.

We were soon back on the road, and shortly thereafter made the summit. It was damn cold, raining with snow falling not too far above us. We each took a picture and headed for warmer air of the valleys ahead. Eight hours after leaving Fort Nelson we pulled into the Liard Hot Spring at mile 496.5, giving us an average of about 25 mph.

The hot spring is a "must" stop for bike riders, and dirty car drivers alike, although it's a nothing campground – too small, no wood and few tables. Here a boardwalk begins that leads one to the hot springs, 500 yards into the woods. This first "spring" just a wide, damned-up creek, had been provided with dressing rooms and an entering dock on one side. The surface temperature was 129 degrees and the idea was to stir up the cooler under-water, jump in and keep stirring.

ED. NOTE: Here, happily stirring and heading for warmer valleys, we leave our weary traveler. His adventures while staying in Alaska, and the trip back, will be covered in later installments.)

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START 'EM YOUNG DEPT.

Keith Nicholson, 5-year-old son of Greeves Distributor — Nick Nicholson, has been practicing the art of motorcycle riding since he was 4½. Encouraged by his dad, an old Trials pro, Keith here practices weaving his way through a series of go-kart tires (one is hidden by rear wheel of his "special" chopped job). Nick recalls that at 3½, Keith would work the throttle while riding with his dad up and down small banks at El Mirage Dry Lake. During the week Keith practices the piano — his bike on Sundays.

SuperScoop!

CLYMER BUYS GERMAN FACTORY ...PLANS TO PRODUCE 750cc V-TWIN FOR U.S. MARKET

FRANKFURT, WEST GERMANY– Los Angeles motorbook publisher, Floyd Clymer, former motorcycle dealer and distributor, has purchased the firm of Friedel Munch, builder of Mammoth 4-cylinder custom-built motorcycles.

Munch, with factories at Nieder-Florstadt and Ossenheim, near Frankfurt, was a former racing rider, factory foreman and racing director for the Horex Company. He designed and builds the 135 mph, 1000cc, four-cylinder Mammoth, the world's highest priced motorcycle.

Munch remains in the Clymer factory as Chief Engineer and Designer. Joachim Marquart, general manager, also retains his position. Rober Price, a Californian now residing in Germany, and University of Georgia Technical Engineering graduate, has been retained by Clymer as technical consultant.

Clymer states that additional employees, machinery and space have been added at Osseneheim to increase Mammoth production. Three hundred units of hand-made custom job will be produced for sale in the United States in 1968. About 100 more will be sold overseas.

Clymer states that a new 45 cu. inc. (750cc) V-twin is now being constructed in Germany for sale in the United States, with first deliveries scheduled for early spring of 1968.

Sales offices will be at the Clymer building, 222 No. Virgil St., Los Angeles, Calif. 90004.

TOUGH TUSSLES AT

TROJAN SPEEDWAY

By Maureen Lee

Prospects of rain kept the crowd away Thursday, Sept. 28 but it didn't keep the riders away (except the Powder Puff class) and the guys who rode found the track to be in great shape after all the moisture on it the night before!

The two gals who did show were Kelly Stuble (Hodaka) and Daria James (Honda) and although there were just the two of them, they were allowed to ride anyway, with Kelly taking the win.

Joe Biedenbach (Bultaco) won the 100 Junior Main in the TT events with young Dale Hopkins (Hodaka) riding his usual smooth race to second place. The Senior Main was a battle as usual with Gary Bailey (Hodaka) leading it and Tom Warren (Bultaco) really hard after him. Jim Arledge and Stan Rogers arrived on the scene and it was a good one for a while, with Rogers having to pull into the infield on the yellow lap. It was one of the best 100 Mains we've ever seen!

The 250 class had Stan Rogers jump into the lead, then bomb straight over the jump and head right for the wall all locked up! Lucky for him he was able to get out of the way before the troops made the left-hander and started down his way again! Gary Bailey (Greeves) got a good lead, leaving Rick James (Bultaco) and Tom Warren (Bultaco) to fight it out for the second and third, with James doing a great job in holding off Tom Warren who wanted that second place!

After intermission, out came the flat-trackers. Paul Wilde on a specially prepared Yamaha shot tracker won the 100 Main with Joe Biedenbach taking second. The real scrap was between David Quiroz (Gilera) and Bill Potts (Honda) for the third and fourth places.

Trojan Speedway favorite Lee Stumpenhaus (Bultaco) took the 250 Main after Stan Rogers had taken the lead. But once Lee got in front, it was adios!

The new program of having both TT and short track events will continue on Thursday nights with racing starting at 7:30. And next time it rains, don't think it'll be washed out, because there has been considerable maintenance done there now to prevent floods such as last year's except under extreme conditions!

(Results on page 16)

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THE FINISH LINE

By Roxy Rockwood

Some more racing politics reared its head last week and nearly prevented the best thing to happen to racing in a long time.

Last year Gary Nixon was not considered good enough to ride in the Senior Grand Prix of Japan and was regulated to the Junior event aboard a last-minute ride. Everybody knows what Gary did -- he set a new track record and won going away.

Last week he climbed aboard a plane for Japan as a full-fledged member of the Yamaha Grand Prix team to ride the Senior races in the 250 and 125 classes. Before he was event to Hawaii the trouble started as the paper organization in the USA known as MICUS stated that they were not going to approve his entry.

When this petty problem was finally overcome, MICUS turned around and stated that Gary would compete but could not wear his Bell Star model helmet. Nixon, contacted by phone in Hawaii and told of the problem, stated, "No Bell, no ride."

MICUS officials told Yamaha that the Bell was not approved over there (?). This seemed rather odd as many pictures have appeared of some of the Americans who have been road racing with the FIM the past few years, wearing American helmets.

Once again this latest problem was cleared up. We wonder now if Gary is wearing approved leathers and underwear for his debut in World Championship racing? Better check that haircut, also as it appeared far too short the last time we saw him in action.

Nixon who won or led every road race in the AMA over here this year, will team with Phil Read and ride four-cyclinder 250's and 125's in the lightweight events. Read, of course, is the team leader for Yamaha and if the event holds true to form Nixon will have orders not to try and beat Read but to follow him. It would be worth a plane ticket to Japan to be around when they tell Gary to go out and play second fiddle. It just isn't done that way over here and Gary has never gone to any race planning on running second if he has chance for first.

This is really the first time a bona fide Championship American racer has had a chance to ride Grand Prix equipment. Anyway, he was supposed to the last time we received a report.

The USA, in spite of few conflicting reports at various times, could make no better choice than Gary to be the first to get a crack at major road racing at the Grand Prix. He's proved himself like no other rider and foreign publicity does not scare him one bit. He has his own press clippings.

Nixon will be in action Sunday, Oct. 15th, and this column will try and have the lowdown in the next issue. The column also gives a vote to MICUS to change the name to MICKEY -----

If Gary does anything at all over there ths weekend every race promoter in the country will capitalize on it next season. Why not? We need a shot in the arm towards professionalism at every turn. Remember, old dirt tracker A.J. Foyt was a co-winner at the 24-hour LeMans car race this summer - - in his little old American helmet.

LEGISLATIVE NOTEBOOKS

By Barbara Adams Dahms

It is sometimes said that fifty sets of laws in the United States are too many and that standardization would be to the benefit of everyone. You are able to drive from L.A. to N.Y. on what lightly be called a good, four-lane highway (if you're not too critical) and offhand, it would seem to be easier if all the states you crossed had the same laws. Recent travels about the United States have convinced me that such standardization will never come to pass, without complete Federal control, and that we're a whole lot more benefitted without it.

Since, traditionally, it has been unconstitutional for the Federal Government to make laws dealing with the internal affairs of the states, the Federal Government developed the formula of model laws to be passed in turn (and, hopefully, intact) by each state. This is supposed to shape up all the disorganization into a neat package of uniformity. Does it? Let's look at the life and times of the Highway Safety Program Standard 4.4.3 otherwise known as the section on motorcycle safety.

Faced with the possible loss of some Interstate Highway money, most of the states have passed some sort of legislation resembling HSPS 4.4.3. Has the result been neatness and organization? It has not. It has been compound confusion. What was heretofore a matter of individual decision is now a matter of legal control with no standards, precedents, or even real interest on the part of the agencies upon which this new responsibility was suddenly heaped. Furthermore, given an explicit, if not too practical, model to follow, the states' legislatures have come up with as many versions as there are states. In many cases the versions show an incredible lack of knowledge of the subject and frequently a lack of concern with any aspect of the program except qualification for Interstate money.

Taking five states and one city as an example, the results are something like this: A moderately large midwestern city passed its own helmet law. The Aldermen were quoted as saying, "We were sitting around with nothing much to do and we passed a helmet law." Of course there were no hearings and no advisors and the resulting standards are "any helmet", not a cap or hat but any helmet. A plastic helmet or a football helmet is o.k.....as long as it looks like a helmet. The state in which this city is situated passed a helmet law, too. Standards are set by the Safety Commissioner. In practice, the standard is "any helmet". Other parts of the model law were not included.

An adjoining state wrote its helmet law for full helmets and goggles... Snell standard...no glasses or sunglasses. This state also omitted crashbars, shoes, etc. An adjoining state on the other side, however, added a few creative touches. In addition to Snell standard helmets for rider and passenger, this state included requirements of working front and rear brakes, two rear view mirrors, a fender on each wheel (the law reads "as provided by the manufacturer", but in practice it may be a very small fender), speedometer, and a handlebar limitation of 12 inches above the point of attachment (which actually allows most high bars although the legislature probably was not aware of the fact). In addition there are requirements that riders under 16 years of age may not ride a machine of over 5 hp. and not over 35 mph, and not between the hours of 9 p.m. and 4:30 a.m. This state requires windshield, faceshield or goggles and issues tickets for mere glasses or sunglasses.

Another state wrote its law for helmets approved by United States of America Standards Institute, crashbars, windshield or goggles. This state will, in practice, accept glasses or sunglasses, but they are required for passengers as well. Another state requires only helmets for riders under eighteen years of age. You might even say that instead of shaping up disorganization into a neat package of uniformity, common sense safety was shaped into a neat package of disorganization, solidified into statute and left to the discretion of law enforcement agencies to apply..."in practice".

For some time we have been increasingly fond of neatness as a national ideal. Perhaps the complexity of our time encourages this. As our society becomes more diverse our efforts to insure conformity become more frantic. To "make a low against" the things we do not approve of is becoming America's favorite expedient. Now that we have also decided that group intelligence is to be trusted over individual intelligence we may well find ourselves in a situation where the individual is allowed to make no decisions and all phases of human activity are regulated by law.

The result of all this could become a sort of computerized nursery school for all of us, where the human being, deprived of the opportunity to make decisions, loses all ability or interest in doing so. Kind of a way-out idea...I hope!

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ATTENTION: CYCLE NEWS CONTRIBUTORS

We do not have the addresses of the contributors listed here. If you will contact us we will send you a check for your published work: LARRY BUTTERFIELD, SUSAN CLARK, ROGER EVANS, HARRY LAWRIE, PAT ROGERS, C. KENNETH ROWE, S. G. SCALES. contact CYCLE NEWS, P.O. Box 498, Long Beach, Calif. (213) 423-0431.

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